

ENTERED AT STATIONERS' HALL.

6th Mo. (JUNE) 1st, 1846.

No. 155.

Price 6d.



BRADSHAW'S

MONTHLY

RAILWAY AND STEAM NAVIGATION

GUIDE,

**FOR GREAT BRITAIN, IRELAND,
THE CONTINENT, AND FOREIGN PORTS,**

CONTAINING A CORRECT ACCOUNT OF THE HOURS OF DEPARTURE OF
THE RAILWAY TRAINS, HER MAJESTY'S MAILS, AND

BRITISH AND FOREIGN STEAM VESSELS,

WITH A

LIST OF PLACES, &c., TO WHICH TRAVELLERS AND VOYAGERS RESORT, AND
OTHER USEFUL MERCANTILE INFORMATION.

ILLUSTRATED WITH A

**MAP OF GREAT BRITAIN,
SHOWING THE PROJECTED AND WORKING LINES OF RAILWAY.**

London:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION OFFICE,
59, FLEET-STREET, W. J. ADAMS, AGENT;

To whom Advertisements and Communications may be sent;

ALSO AT THE UNIVERSAL OFFICE OF NAVIGATION & COMMERCE, No. 27, PLACE DE LA BOURSE,
PARIS;

AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMPANIES.

BRADSHAW AND BLACKLOCK, PRINTERS, 27, BROWN-STREET MANCHESTER.



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## NOTICE.

This work is published MONTHLY, under the direction and with the assistance of the RAILWAY COMPANIES, and is carefully corrected up to the date it bears; every reliance may therefore be placed on the accuracy of its details.

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Any change in Railway Time or Fares, made after the first of the month, will be found over the leading column of "Bradshaw's Railway Gazette," repeated every week until the first of the succeeding month.

It is particularly requested that all communications bearing upon the character of the Railway Works generally, or otherwise requiring editorial judgment, may for the future be addressed to the Editor, No. 27, Brown-street, Manchester. By adopting this course, much annoyance and inconvenience will be prevented, and an immediate attention to the same be insured.

## NOTICES TO CORRESPONDENTS.

**TO RAILWAY DIRECTORS.**—Whilst we have reason to return our hearty thanks for the unremitting attention of most of our railway friends, in the zeal manifested in furnishing their information, it has become a matter of the utmost importance that, if possible, additional efforts should be made in forwarding their arrangements still earlier. The most thoughtless observer will perceive the utter impossibility of accomplishing our labours in the time allowed, if a large number of communications crowd upon us on the 27th and 28th, as has been the case this month, and some of them, too, very important ones. We trust that Directors, &c., will consider that whilst each has to do with one, we have to do with all the lines.

**LONDON AND BRIGHTON.**—Some alterations will take place on the 8th instant, with regard to the times to Chichester and Hastings, of which due notice will be given in "BRADSHAW'S RAILWAY GAZETTE."

**E. G. FLIGHT.**—We have made some inquiry into the nature of some of the grievances complained of in his letter; and have been officially informed that the journey between London and Dieppe is frequently performed in nine hours. For example:—between Shoreham and Dieppe, by a first-class train, in three minutes over the two hours; and some little time for delay at Dieppe often in little more than six hours, thereby affording some Diligences from Dieppe to Rouen, and the journey often accomplished in four hours. We should not be justified in the slightest departure from the Company's announcements. However we may sympathize with our correspondent's inconveniences, they are such as may be met with at most foreign ports; and any digest from us upon the subject would not be likely to lead to any better results in foreign discipline, besides involving the character of our work into one of a controversial nature, and for which we certainly have no wish. The suggestion at the close has some merit, but is not without difficulties.

**G. E. L. and G. CHURCHILL.**—The Bristol and Birmingham, the Midlands, Great North of England, &c., &c., avoid any allusion, whatever to the subject of FARES in their Bills of announcement. Why there should exist a dislike to these being published we are at a loss to divine. Although much has been already advanced in favour of their notification, without any apparent success, we would again urge them to consider the claims and conveniences of the travelling community, in making so important a disclosure.

**W. HARRISON.**—The Bolton and Kenyon line is under the jurisdiction of the Grand Junction Company; and they do not profess to carry passengers to Manchester. The most direct route from Bolton to Manchester is, *via* Bolton and Preston Railway, page 47 of this work.

**H. & B.**—By a reference to our table of the Chester and Birkenhead Railway for some time past, it will be seen that the Company have not furnished us with the necessary information by which to revise that particular line; therefore the little inaccuracies which have crept into it could not be chargeable upon us. It is now perfectly correct, and every probability of its continuance.

**W. B.'s** communication is duly appreciated: he will find the Ardrossan arrivals and departures incorporated with those of the Glasgow and Ayr.

**E. C. HILLMARK** asks why many of the Scotch Steamers are not regularly announced. Either they are not furnished, or they come too late for insertion. Those to which he particularly alludes—to Oban, Staffa, &c.,—he will find appended.

A RAILWAY TRAVELLER's suggestion will require some consideration.

The Edinburgh and Dalkeith Railway was too late for insertion.

Owing to a very heavy pressure of valuable information since the printing of our first sheet of Advertisements, we have been reluctantly compelled, from the want of space, to disappoint many of our advertising friends, who came in too late for our earlier arrangements.

[illegible]

For additional Sunday Trains see foot of Fare Table

# South Devon Railway

From Exeter to Teignmouth, at 2½, 3, 20, 5, 32, 7, 35, 5½, and 10 5 p.m. On Sundays, 5, 35 and 10 p.m. mail.  
From Teignmouth to Exeter, 7, 10, 9, 10, and 11 40 a.m.; 1½, 4 25, and 5½ p.m. On Sundays, at 5½ p.m. mail.  
FARES.—From London to Teignmouth, by Express, 35s. 6d. and 30s.; 1st class 47s.; second 32s.; third 17s. 5d.

| Sups. S. Clarke, London, & F. Clarke, Bristol. |                           |                |      |                |      |            |      |                 |      | GREAT WESTERN. |       |       |       |       |               |                |      |      |                | Supt. of Goods, W. Massey, London. |              |                |              |       |  |  |  |  |  |
|------------------------------------------------|---------------------------|----------------|------|----------------|------|------------|------|-----------------|------|----------------|-------|-------|-------|-------|---------------|----------------|------|------|----------------|------------------------------------|--------------|----------------|--------------|-------|--|--|--|--|--|
| Miles                                          | Up Trains.                | 7 <sup>4</sup> | 9    | 6 <sup>1</sup> | Exp  | 1.3<br>Cls | 7    | 11 <sup>4</sup> | 3.55 | 1.2,3          | 7     | 8     | 12    | 10    | Ex-<br>press. | 5 <sup>1</sup> | 2    | 1    | 4 <sup>1</sup> | 3 <sup>1</sup>                     | 1.2,3<br>Un. | 9 <sup>4</sup> | 9.55<br>mail |       |  |  |  |  |  |
|                                                | Trains leave              | a.m.           | a.m. | a.m.           | a.m. | a.m.       | a.m. | a.m.            | a.m. | a.m.           | a.m.  | a.m.  | noon  | a.m.  | noon          | p.m.           | p.m. | p.m. | p.m.           | p.m.                               | p.m.         | p.m.           | p.m.         |       |  |  |  |  |  |
| 84                                             | EXETER                    |                |      |                | 6 30 |            |      |                 |      |                | 6 35  | 7 17  | 8 15  | 10 15 | 12 0          |                | 1 0  |      | 3 15           | 5 15                               |              |                | 9 43.5       |       |  |  |  |  |  |
| 124                                            | St. Leonards              |                |      |                |      |            |      |                 |      |                | 6 53  | 7 17  | 8 15  | 10 15 | 12 0          |                | 1 0  |      | 3 31           | 5 33                               |              |                | 9 57         |       |  |  |  |  |  |
| 144                                            | COLLINGTON                |                |      |                |      |            |      |                 |      |                | 7 10  | 7 27  | 8 26  | 10 24 | 12 0          |                | 1 17 |      | 3 39           | 5 40                               |              |                | 10 1         |       |  |  |  |  |  |
| 223                                            | TIVERTON ROAD             |                |      |                |      |            |      |                 |      |                | 7 10  | 7 27  | 8 26  | 10 24 | 12 0          |                | 1 17 |      | 3 39           | 5 40                               |              |                | 10 1         |       |  |  |  |  |  |
| 233                                            | WELLINGTON                |                |      |                |      |            |      |                 |      |                | 7 25  | 7 55  | 8 54  | 10 51 |               | 1 52           |      | 4 3  | 6 13           |                                    |              |                | 10 23        |       |  |  |  |  |  |
| 303                                            | TAUNTON                   |                |      |                | 7 8  |            |      |                 |      |                | 8 15  | 8 10  | 9 10  | 11 7  | 12 41         |                | 2 7  |      | 4 17           | 6 30                               |              |                |              | 10 40 |  |  |  |  |  |
| 423                                            | RIDGEWATER                |                |      |                | 7 26 |            |      |                 |      |                | 8 50  | 8 34  | 9 30  | 11 28 |               | 2 33           |      | 4 37 | 6 55           |                                    |              |                |              | 11 5  |  |  |  |  |  |
| 483                                            | HIGHBRIDGE                |                |      |                |      |            |      |                 |      |                | 9 15  | 8 45  | 9 45  | 11 45 |               | 2 47           |      | 4 50 | 7 6            |                                    |              |                |              |       |  |  |  |  |  |
| 583                                            | WESTON SUPER MARE         | depart.        |      |                |      |            |      |                 |      |                | 9 50  | 8 35  | 9 50  | 11 48 |               | 2 50           |      | 4 58 | 7 10           |                                    |              |                |              |       |  |  |  |  |  |
| 60                                             | Banwell                   |                |      |                |      |            |      |                 |      |                | 10 17 | 9 12  |       | 12 4  |               |                |      |      | 7 32           |                                    |              |                |              |       |  |  |  |  |  |
| 634                                            | CLEVEDON RD. Yattn. Junc. |                |      |                |      |            |      |                 |      |                | 10 32 | 9 21  | 10 12 | 12 11 |               |                | 3 20 |      | 5 20           | 7 42                               |              |                |              |       |  |  |  |  |  |
| 674                                            | Nailsea                   |                |      |                |      |            |      |                 |      |                | 10 44 | 9 31  |       |       |               |                | 3 29 |      | 5 30           | 7 52                               |              |                |              |       |  |  |  |  |  |
| 764                                            | BRISTOL                   | depart.        |      |                |      |            |      |                 |      |                | 11 30 | 9 50  | 10 40 | 12 35 | 1 36          |                | 3 45 |      | 5 50           | 8 15                               |              |                |              |       |  |  |  |  |  |
| 804                                            | Keynsham                  |                |      |                | 6 30 | 8 10       | 6 30 |                 |      | 8 35           | 11 40 | 10 10 | 10 60 | 12 0  | 1 45          | 1 41           | 2 0  | 4 45 | 4 30           | 6 0                                | 8 30         | 9 15           | 12 35        |       |  |  |  |  |  |
| 824                                            | Saltford                  |                |      |                | 6 40 |            | 6 40 |                 |      |                | 11 47 | 10 11 | 10 13 | 10 10 |               |                | 2 10 | 4 8  | 4 40           | 6 10                               | 8 40         | 9 25           |              |       |  |  |  |  |  |
| 854                                            | Tewerton                  |                |      |                | 6 46 |            | 6 46 |                 |      |                | 11 54 | 10 16 | 11 0  | 13 16 |               |                | 2 16 |      | 4 46           |                                    | 8 46         | 9 31           |              |       |  |  |  |  |  |
| 92                                             | BATH                      |                |      |                | 6 52 |            | 6 52 |                 |      |                | 12 10 | 10 22 | 11 12 | 13 22 |               |                | 2 22 |      | 4 52           |                                    | 8 52         | 9 37           |              |       |  |  |  |  |  |
| 96                                             | Box                       |                |      |                | 7 0  | 8 26       | 7 15 | 7 36            |      |                | 12 23 | 12 30 | 11 30 | 13 30 | 1 10          | 1 56           | 3 30 | 4 25 | 5 0            | 6 55                               | 9 45         | 12 45          |              |       |  |  |  |  |  |
| 99                                             | Corsham                   |                |      |                |      |            | 7 50 |                 |      |                | 9 23  | 12 30 |       |       | 1 35          |                |      | 4 45 |                | 6 55                               | 9 12         |                |              |       |  |  |  |  |  |
| 100                                            | CHIPPENHAM                |                |      |                | 8 45 |            |      |                 |      |                |       |       |       |       |               |                |      |      |                |                                    |              |                |              |       |  |  |  |  |  |

Trains marked thus \* run also on Sundays.

For additional Sunday Trains, see foot of Fare Table.

# GRAND WESTERN TABLE OF FARES.

| From Paddington. |             |          |          |         | From Bristol. |             |          |          |           |
|------------------|-------------|----------|----------|---------|---------------|-------------|----------|----------|-----------|
| STATIONS.        | PASSENGERS. |          |          | Horses. |               | PASSENGERS. |          |          | Horses.   |
|                  | 1 cl.       | 2 cl.    | 3 cl.    |         |               | 1 cl.       | 2 cl.    | 3 cl.    |           |
| Paddington       | 18s. 6d.    | 18s. 6d. | 18s. 6d. | s. d.   | s. d.         | 27s.        | 18s. 6d. | 9s. 11d. | 58s. 48s. |
| Ealing           | 3 6         | 1 0      | 0 8      | ..      | ..            | 25 9        | 17 9     | 9 5      | 53s. 73s. |
| Harwell          | 2 0         | 1 3      | 0 9      | ..      | ..            | 25 6        | 17 6     | 9 2      | 53s. 73s. |
| Southall         | 2 0         | 1 3      | 0 9      | ..      | ..            | 25 0        | 17 3     | 9 2      | 53s. 73s. |
| West Drayton     | 3 0         | 1 6      | 1 1      | ..      | ..            | 24 0        | 17 0     | 8 10     | 51 0 71 0 |
| Slough           | 4 4         | 2 6      | 1 11     | 11 0    | 8 0           | 23 0        | 16 0     | 8 5      | 54 0 45 0 |
| Maidenhead       | 5 0         | 3 6      | 1 11     | 12 0    | 10 0          | 22 0        | 15 0     | 8 0      | 49 0 67 0 |
| Twyford          | 5 0         | 3 6      | 1 11     | 12 0    | 10 0          | 20 0        | 13 0     | 7 11     | 47 0 63 0 |
| Reading          | 5 0         | 3 6      | 1 11     | 20 0    | 15 0          | 19 0        | 13 0     | 6 11     | 43 0 35 0 |
| Bournemouth      | 9 6         | 6 6      | 3 6      | 24 0    | 18 0          | 17 6        | 12 0     | 6 5      | 40 0 32 0 |
| Goring           | 10 0        | 7 0      | 3 9      | ..      | ..            | 17 0        | 11 6     | 6 2      | 38 0 54 0 |
| Wallingford Road | 11 0        | 7 6      | 4 0      | 28 0    | 21 0          | 16 0        | 11 0     | 5 11     | 36 0 29 0 |
| Didcot           | 12 0        | 8 6      | 4 7      | ..      | ..            | 15 0        | 10 6     | 5 8      | 32 0 46 0 |
| Appleford        | 13 0        | 9 0      | 4 8      | ..      | ..            | 15 0        | 10 6     | 5 8      | 32 0 46 0 |
| Abingdon Road    | 13 0        | 9 0      | 4 8      | 32 0    | 24 0          | 14 0        | 9 6      | 5 3      | 30 0 29 0 |
| Steventon        | 13 0        | 9 0      | 4 8      | 32 0    | 24 0          | 14 0        | 9 6      | 5 3      | 30 0 29 0 |
| OXFORD           | 14 0        | 9 6      | 5 0      | 36 0    | 27 0          | 13 0        | 8 6      | 5 2      | 28 0 42 0 |
| Farinford Road   | 15 0        | 10 0     | 5 3      | 36 0    | 27 0          | 12 0        | 8 6      | 5 2      | 28 0 42 0 |
| Shrivenham       | 16 0        | 11 0     | 6 0      | 39 0    | 29 0          | 11 0        | 7 6      | 5 1      | 24 0 20 0 |
| Swindon          | 17 6        | 12 0     | 6 5      | 42 0    | 32 0          | 9 6         | 6 6      | 3 6      | 20 0 17 0 |
| Putton           | 18 6        | 12 6     | 6 10     | ..      | ..            | 10 0        | 7 0      | 3 10     | 19 0 27 0 |
| Minety           | 19 6        | 13 6     | 7 2      | 45 0    | 35 0          | 10 0        | 7 0      | 3 10     | 19 0 27 0 |
| CHICHESTER       | 22 0        | 15 0     | 7 11     | 48 0    | 38 0          | 10 0        | 7 0      | 3 10     | 19 0 27 0 |
| TEBURY ROAD      | 23 0        | 15 6     | 7 7      | 46 0    | 36 0          | 12 0        | 8 0      | 4 0      | 22 0 30 0 |
| Stroud           | 23 0        | 15 6     | 7 7      | 46 0    | 36 0          | 13 0        | 9 0      | 4 0      | 22 0 30 0 |
| GLOUCESTER       | 26 0        | 17 6     | 9 6      | 55 0    | 40 0          | 13 0        | 8 0      | 4 0      | 22 0 30 0 |
| Wootton Bassett  | 29 0        | 19 6     | 10 11    | 44 0    | 34 0          | 10 0        | 5 6      | 3 0      | 16 0 14 0 |
| Chippenham       | 29 0        | 19 6     | 10 11    | 44 0    | 34 0          | 10 0        | 5 6      | 3 0      | 16 0 14 0 |
| Appleton         | 23 0        | 15 6     | 8 6      | ..      | ..            | 10 0        | 5 6      | 3 0      | 16 0 14 0 |
| BATH             | 24 6        | 17 0     | 11 1     | 53 0    | 43 0          | 2 6         | 1 3      | 1 0      | 8 0 6 0   |
| Tewton           | 25 0        | 17 3     | 9 1      | ..      | ..            | 2 0         | 1 3      | 1 0      | 8 0 6 0   |
| Salisbury        | 26 0        | 18 0     | 9 6      | ..      | ..            | 1 0         | 0 6      | 0 5      | ..        |
| Bristol          | 27 0        | 18 6     | 9 11     | 58 0    | 48 0          | 2 0         | 1 0      | 0 8      | ..        |
| Nailsea          | 29 0        | 19 6     | 10 11    | 61 0    | 51 0          | 3 0         | 1 6      | 1 0      | 8 0 6 0   |
| Clevedon Road    | 31 0        | 21 0     | 11 2     | 64 0    | 54 0          | 4 0         | 2 6      | 1 10     | 12 0 9 0  |
| Banwell          | 31 0        | 21 0     | 11 2     | 64 0    | 54 0          | 4 0         | 2 6      | 1 10     | 12 0 9 0  |
| Weston Sup. Mar. | 33 0        | 23 0     | 12 2     | 68 0    | 58 0          | 6 0         | 4 6      | 2 3      | 16 0 12 0 |
| Hickbridge       | 33 0        | 23 0     | 12 2     | 68 0    | 58 0          | 6 0         | 4 6      | 2 3      | 16 0 12 0 |
| Brigwater        | 34 6        | 24 6     | 13 2     | 72 0    | 60 0          | 7 6         | 5 6      | 2 9      | 18 0 13 0 |
| Taunton          | 37 0        | 26 6     | 13 7     | 78 0    | 65 0          | 10 0        | 7 0      | 3 9      | 20 0 15 0 |
| Wellington       | 37 0        | 26 6     | 13 7     | 78 0    | 65 0          | 10 0        | 7 0      | 3 9      | 20 0 15 0 |
| Exeter Road      | 41 0        | 28 6     | 15 11    | 86 0    | 70 0          | 14 0        | 9 6      | 5 3      | 24 0 18 0 |
| Cullompton       | 41 0        | 28 6     | 15 11    | 86 0    | 70 0          | 14 0        | 9 6      | 5 3      | 24 0 18 0 |
| Hele             | 42 6        | 29 0     | 15 6     | ..      | ..            | 15 0        | 10 6     | 5 7      | ..        |
| Exeter           | 44 6        | 30 0     | 16 2     | 92 0    | 74 0          | 17 6        | 11 6     | 6 4      | 40 0 30 0 |

| PASSENGERS.      | CAR-RIAGES. | HORSES.  | From EXETER to |           |
|------------------|-------------|----------|----------------|-----------|
|                  |             |          | 1st class      | 2nd class |
| Hele             | 3s. 6d.     | 18s. 6d. | 6s. 6d.        | 4s. 6d.   |
| Cullompton       | 3 0         | 16 0     | 13 0           | 8 0       |
| Taunton          | 3 6         | 20 0     | 13 12 0        | 9 0 10 0  |
| Wellington       | 3 6         | 20 0     | 13 12 0        | 9 0 10 0  |
| Taunton          | 3 6         | 20 0     | 13 12 0        | 9 0 10 0  |
| Brigwater        | 10 0        | 46 0     | 27 0           | 18 0      |
| Hickbridge       | 11 6        | 46 0     | 28 0           | 19 0      |
| Weston Sup. Mar. | 13 0        | 46 0     | 30 0           | 20 0      |
| Banwell          | 13 0        | 46 0     | 30 0           | 20 0      |
| Clevedon Road    | 14 6        | 50 0     | 32 0           | 22 0      |
| Nailsea          | 15 6        | 50 0     | 32 0           | 22 0      |
| BATH             | 17 6        | 54 0     | 34 0           | 24 0      |
| Cirencester      | 20 0        | 58 0     | 36 0           | 26 0      |
| GLOUCESTER       | 20 0        | 58 0     | 36 0           | 26 0      |
| OXFORD           | 34 6        | 123 0    | 75 0           | 57 0      |
| Paddington       | 44 6        | 152 0    | 92 0           | 74 0      |

## EXPRESS FARES.

|                | From<br>PADDINGTON. |               | From<br>BRISTOL. |               | From<br>EXETER. |               |
|----------------|---------------------|---------------|------------------|---------------|-----------------|---------------|
|                | 1st<br>Class.       | 2nd<br>Class. | 1st<br>Class.    | 2nd<br>Class. | 1st<br>Class.   | 2nd<br>Class. |
|                | s. d.               | s. d.         | s. d.            | s. d.         | s. d.           | s. d.         |
| PADDINGTON ..  |                     |               | 30 0             |               | 50 0            | 34 0          |
| DIDCOT .....   | 13 0                | 8 6           | 17 0             | 12 6          |                 |               |
| OXFORD .....   | 15 0                | 10 0          | 19 0             | 14 0          | 39 0            | 27 0          |
| SWINDON .....  | 20 0                | 14 0          | 10 0             | 7 0           | ..              | ..            |
| TEBURY ROAD .. | 24 0                | 17 6          | 12 6             | 8 0           | ..              | ..            |
| STROUD .....   | 25 0                | 18 6          | 13 6             | 9 0           | ..              | ..            |
| GLOUCESTER ..  | 28 6                | 20 0          | 14 6             | 9 0           | 33 0            | 21 0          |
| BATH .....     | 27 6                | 19 6          | 2 6              | 1 6           | 22 6            | 14 6          |
| BRISTOL .....  | 30 0                | 21 0          |                  |               | 20 0            | 13 0          |
| TAUNTON .....  | 41 0                | 28 6          | 11 0             | 7 6           | 9 6             | 5 6           |
| EXETER .....   | 50 0                | 34 0          | 20 0             | 13 0          |                 |               |

The strong black mark or stop under certain times of arrival, in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.

Trains stop on particular days as indicated by their initials.

FARES FOR DOGS.—Paddington to West Drayton, 6d.; to Slough, 1s.; to Reading, 1s. 6d.; to Oxford, 2s.; to Swindon, 2s.; to Bristol, or Gloucester, 2s. 6d.; to Weston Sup. Mar., 3s. 6d.; to Taunton, 4s. 6d.; to Exeter, 5s.; to Teignmouth 5s. 9.

**SUNDAY TRAINS.**—The trains marked with an \* in the two preceding tables run on Sundays, and in addition there are trains as follow:—  
 DOWN.—From Paddington to Slough at 8½ and 9½ a.m.; to Maidenhead, at 9 a.m.; to Oxford at 7 p.m.; to Exeter at 6½ a.m. first second and third class, 10½ a.m. mail to Bristol, and 2 p.m.; from Swindon to Bristol at 8½ a.m.; from Bath to Bristol, at 9½ p.m.  
 UP.—From Exeter to Bristol, at 7 a.m. & 3½ p.m.; to Bath at 5½ p.m.; to Paddington, at 6½ a.m. and 1 p.m.; from Bristol to Swindon, at 6½ p.m.; to Paddington, from Oxford, at 7 30 a.m. and 5 50 p.m.; from Slough, at 8 a.m. and 8½ p.m.; from Maidenhead at 6½ p.m.; and from Reading, at 9 p.m.

| Sec., T. J. Buckton, Tooley-st., London. LONDON AND BRIGHTON. Man. Peter Clarke. Res. Engr., John Gray. |                    |                    |             |             |             |                    |                    |             |             |             |                    |                    |             |             |
|---------------------------------------------------------------------------------------------------------|--------------------|--------------------|-------------|-------------|-------------|--------------------|--------------------|-------------|-------------|-------------|--------------------|--------------------|-------------|-------------|
| From London                                                                                             | Down Trains.       |                    |             |             |             | Up Trains.         |                    |             |             |             | Sundays            |                    |             |             |
|                                                                                                         | 1, 2, 3, and Cheap | 1, 2, 3, and class | 1 & 2 class | 1 & 2 class | 1 & 2 class | 1, 2, 3, and Cheap | 1, 2, 3, and class | 1 & 2 class | 1 & 2 class | 1 & 2 class | 1, 2, 3, and Cheap | 1, 2, 3, and class | 1 & 2 class | 1 & 2 class |
| Mls.                                                                                                    | a.m.               | a.m.               | a.m.        | a.m.        | a.m.        | a.m.               | a.m.               | a.m.        | a.m.        | a.m.        | a.m.               | a.m.               | a.m.        | a.m.        |
| *London Bridge                                                                                          | 7 0                | 9 0                | 10 0        | 11 0        | 12 0        | 2 0                | 3 0                | 4 0         | 5 0         | 6 0         | 7 0                | 8 0                | 9 0         | 10 0        |
| *New Cross                                                                                              | 7 5                | 9 5                | 10 5        | 11 5        | 12 5        | 2 5                | 3 5                | 4 5         | 5 5         | 6 5         | 7 5                | 8 5                | 9 5         | 10 5        |
| *Croydon                                                                                                | 7 25               | 9 25               | 10 25       | 11 25       | 12 25       | 2 25               | 3 25               | 4 25        | 5 25        | 6 25        | 7 25               | 8 25               | 9 25        | 10 25       |
| *Godstone Road                                                                                          | 7 35               | 9 35               | 10 35       | 11 35       | 12 35       | 2 35               | 3 35               | 4 35        | 5 35        | 6 35        | 7 35               | 8 35               | 9 35        | 10 35       |
| *Stoat's Nest                                                                                           | 7 40               | 9 40               | 10 40       | 11 40       | 12 40       | 2 40               | 3 40               | 4 40        | 5 40        | 6 40        | 7 40               | 8 40               | 9 40        | 10 40       |
| *Reigate                                                                                                | 7 55               | 9 55               | 10 43       | 11 45       | 12 48       | 2 50               | 3 50               | 4 50        | 5 45        | 6 45        | 7 45               | 8 45               | 9 45        | 10 45       |
| *Horley                                                                                                 | 8 5                | 10 5               | 11 5        | 12 5        | 1 0         | 3 5                | 4 5                | 5 5         | 6 5         | 7 5         | 8 5                | 9 5                | 10 5        | 11 5        |
| *Three Bridges                                                                                          | 8 15               | 10 15              | 11 0        | 12 0        | 1 8         | 4 15               | 5 15               | 6 15        | 7 15        | 8 15        | 9 15               | 10 15              | 11 15       | 12 15       |
| *Balcombe                                                                                               | 8 30               | 10 30              | 11 15       | 12 15       | 1 28        | 4 30               | 5 30               | 6 30        | 7 30        | 8 30        | 9 30               | 10 30              | 11 30       | 12 30       |
| *Hayward's Heath                                                                                        | 8 40               | 10 40              | 11 15       | 12 15       | 1 33        | 4 40               | 5 40               | 6 40        | 7 40        | 8 40        | 9 40               | 10 40              | 11 40       | 12 40       |
| *Burgess Hill                                                                                           | 8 50               | 10 50              | 11 15       | 12 15       | 1 38        | 4 50               | 5 50               | 6 50        | 7 50        | 8 50        | 9 50               | 10 50              | 11 50       | 12 50       |
| *Hassock's Gate                                                                                         | 9 0                | 11 0               | 12 0        | 1 0         | 1 43        | 5 0                | 6 0                | 7 0         | 8 0         | 9 0         | 10 0               | 11 0               | 12 0        | 1 0         |
| *BRIGHTON                                                                                               | 9 25               | 11 25              | 12 0        | 1 0         | 1 48        | 5 25               | 6 25               | 7 25        | 8 25        | 9 25        | 10 25              | 11 25              | 12 25       | 1 25        |
| *Shoreham                                                                                               | 9 49               | 11 49              | 12 34       | 1 19        | 1 53        | 5 49               | 6 49               | 7 49        | 8 49        | 9 49        | 10 49              | 11 49              | 12 49       | 1 49        |
| *Worthing                                                                                               | 10 10              | 12 10              | 1 25        | 2 10        | 2 53        | 6 10               | 7 10               | 8 10        | 9 10        | 10 10       | 11 10              | 12 10              | 1 10        | 2 10        |
| *Littlehampton & Arundel                                                                                | 10 30              | 1 15               | 2 0         | 2 35        | 3 25        | 6 30               | 7 30               | 8 30        | 9 30        | 10 30       | 11 30              | 12 30              | 1 30        | 2 30        |

**CHICHESTER BRANCH.**—(See Notices to Correspondents.)  
 From Brighton to Littlehampton and Arundel—7½ a.m., 9½ a.m., & cheap; 12½, 2 20, 4½, 5 40, and 6½ p.m.  
 From Littlehampton and Arundel to Brighton—7 20, 8 40, and 10 20 a.m.; 12½, 2½, 5 and cheap, and 6½ p.m.  
 On Sundays—From Brighton, 10 5 a.m. & cheap, 1 10, 3, & 6½ p.m. From Littlehampton & Arundel, 9½ a.m.; 1, 5 & cheap, & 6½ p.m.

Carriages and Horses must be at the station fifteen minutes before the time of departure; but to prevent disappointment, a day's notice should be given to the chief clerk in the booking-office of the station from whence they are to be despatched.

An **additional train** from Guildford to London at 9 45 a.m. Compartments of carriages can be reserved by giving a day's notice.

## LONDON AND SOUTH WESTERN.

Albinus Martin, Res. Engineer.

Alfred Morgan, Treasurer.

J. V. Gooch, Supt. Loc. Department

### Southampton to Gosport.

| Miles | DOWN<br>TRAINS.    | Week Days. |       |         |       |       |       |       |       |         |       |       |         | Sundays. |      |         |         |      |  |  |  |
|-------|--------------------|------------|-------|---------|-------|-------|-------|-------|-------|---------|-------|-------|---------|----------|------|---------|---------|------|--|--|--|
|       |                    | 1 & 2      |       | 1, 2, 3 | 1 & 2 |       | 1 & 2 | 1 & 2 |       | 1, 2, 3 | 1 & 2 |       | 1, 2, 3 | 1, 2, 3  |      | 1, 2, 3 | 1, 2, 3 |      |  |  |  |
|       |                    | a.m.       | a.m.  | noon    | p.m.  | fast. | p.m.  | p.m.  | p.m.  | a.m.    | a.m.  | p.m.  | p.m.    | p.m.     | a.m. | a.m.    | p.m.    | p.m. |  |  |  |
|       | <b>Southampton</b> | 9 30       | 11 0  | 12 0    | 3 40  | 5 20  | 7 0   | 7 30  | 9 30  | 9 30    | 11 0  | 12 0  | 3 40    | 5 20     | 7 0  | 8 30    |         |      |  |  |  |
| 6     | Bishopstoke ...    | 9 45       | 11 17 | 12 17   | 3 57  | 5 35  | 7 17  | 7 45  | 9 47  | 9 45    | 11 17 | 12 17 | 3 57    | 5 35     | 7 17 | 9 47    |         |      |  |  |  |
| 14    | Botley             | 9 59       | 11 32 | 12 32   | 4 9   |       | 7 32  | 7 59  | 10 2  | 9 59    | 11 32 | 12 32 | 4 9     |          | 7 32 | 10 2    |         |      |  |  |  |
| 16    | Fareham            | 10 8       | 11 46 | 12 46   | 4 21  | 5 56  | 7 46  | 8 8   | 10 16 | 10 18   | 11 46 | 12 46 | 4 21    | 5 56     | 7 46 | 10 16   |         |      |  |  |  |
| 22    | <b>Gosport</b>     | 10 25      | 12 5  | 1 5     | 4 35  | 6 10  | 8 5   | 8 25  | 10 35 | 10 25   | 12 5  | 1 5   | 4 35    | 6 10     | 8 5  | 10 35   |         |      |  |  |  |

**FARES**  
From Southampton.

| Mixd   |        | Mixd   |        | Dbl. Ticke |  |
|--------|--------|--------|--------|------------|--|
| 1 cls. | 2 cls. | 3 cls. | 1 cls. | 2 cls.     |  |
| s. d.  | s. d.  | s. d.  | s. d.  | s. d.      |  |
| 1 0    | 0 9    | 0 6    | 1 8    | 1 4        |  |
| 2 0    | 1 6    | 1 0    | 3 4    | 2 8        |  |
| 3 0    | 2 0    | 1 5    | 4 6    | 3 4        |  |
| 4 0    | 2 9    | 1 10   | 6 0    | 4 0        |  |

CHILDREN under 3 years old, no charge; above 3 years, and under 12, half price by all Trains.

### Gosport to Southampton.

| Miles. | UP<br>TRAINS.         | Week Days. |       |       |       |       |       |       |       |       |       | Sundays. |       |       |      |  |  |
|--------|-----------------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|------|--|--|
|        |                       | 1          | 2     | 1,2,3 | 1 & 2 | 1 & 2 | 1 & 2 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1,2,3    | 1,2,3 | 1,2,3 |      |  |  |
|        |                       | a.m.       | a.m.  | fast. | p.m.  | fast. | p.m.  | fast. | p.m.  | p.m.  | a.m.  | a.m.     | p.m.  | p.m.  | p.m. |  |  |
|        | <b>Gosport ....</b>   | 8.30       | 9.30  | 10.30 | 12.30 | 2.30  | 3.30  | 5.30  | 7.45  | 7.45  | 8.30  | 9.30     | 3.30  | 7.45  | 7.45 |  |  |
|        | <b>Fareham ....</b>   | 8.42       | 2.42  | 10.42 | 12.42 | 2.42  | 3.42  | 5.42  | 8.00  | 7.42  | 8.42  | 9.42     | 3.42  | 7.58  | 7.58 |  |  |
| 5      | <b>Botley ....</b>    | 8.54       | 9.54  |       | 12.54 | 2.54  | 3.54  | 5.54  | 8.15  | 7.54  | 8.54  | 9.54     | 3.54  | 8.15  | 8.15 |  |  |
| 10     | <b>Bishopstoke ..</b> | 9.11       | 10.11 | 11.11 | 1.35  | 3.14  | 4.11  | 6.11  | 8.35  | 8.11  | 10.11 | 11.11    | 4.11  | 8.35  | 8.35 |  |  |
| 16     | <b>Southampton</b>    | 9.30       | 10.30 | 11.30 | 1.50  | 3.30  | 4.30  | 6.30  | 8.50  | 8.30  | 10.30 | 11.30    | 4.30  | 8.50  | 8.50 |  |  |

1 Horse 7s., 2 10s., 3 12s.  
Carriages 10s. the whole duty

| 1 cls. |    | 2 cls. |    | 3 cls. |    | Dbl. Ticket |    |
|--------|----|--------|----|--------|----|-------------|----|
| s.     | d. | s.     | d. | s.     | d. | s.          | d. |
| 0      | 10 | 0      | 7  | 0      | 5  | 1           | 6  |
| 2      | 0  | 1      | 4  | 0      | 11 | 3           | 0  |
| 3      | 0  | 2      | 0  | 1      | 4  | 4           | 6  |
| 4      | 0  | 2      | 9  | 1      | 10 | 6           | 0  |

From London.

**FARES.**

From Gosport.

|    |                            | DOWN TRAINS. |                |        |       |         | SUNDAY TRAINS. |       |         |         |                | Mail  |            |       |               |       |
|----|----------------------------|--------------|----------------|--------|-------|---------|----------------|-------|---------|---------|----------------|-------|------------|-------|---------------|-------|
|    |                            | 1 & 2        | 1 & 2, 1, 2, 3 | 1 cl.  | 1 & 2 | 1, 2, 3 | 1st cl         | 1 & 2 | 1, 2, 3 | 1, 2, 3 | SUNDAY TRAINS. |       |            |       |               | Mail  |
|    |                            | chp.         | class.         | class. | exp.  | mail.   | class.         | exprs | class.  | class.  | mail.          | 1 & 2 | 1, 2, 3, 1 | 2 & 1 | 2, 3, 1, 2, 3 | 1 & 2 |
|    |                            | a.m.         | a.m.           | a.m.   | a.m.  | a.m.    | p.m.           | p.m.  | p.m.    | p.m.    | p.m.           | a.m.  | a.m.       | a.m.  | p.m.          | p.m.  |
|    | London Bridge .....        | 6 30         | 8 30           | 9 30   | 10 30 | 11 30   |                |       |         |         |                | 6 30  | 8 30       | 10 30 | 11 30         | 8 30  |
|    | Bricklayer's Arms.         |              |                |        |       |         | 1 30           |       |         |         |                |       |            |       |               |       |
| 10 | Croydon                    | 6 57         | 8 53           | 9 57   | 10 57 | 11 55   | 1 57           |       | 4 53    | 5 57    | 9 4            | 6 57  | 8 57       | 10 53 | 3 57          | 5 57  |
| 19 | Merstham                   | 7 21         |                | 10 21  |       |         | 2 21           |       |         | 6 21    |                | 7 21  | 9 21       |       | 4 21          | 6 21  |
| 24 | Reigate                    | 7 26         | 9 18           | 10 26  |       | 12 19   | 2 26           |       | 5 18    | 6 26    | 9 32           | 7 26  | 9 26       | 11 18 | 4 26          | 6 26  |
| 26 | Godstone                   | 7 42         |                | 10 42  |       |         | 2 42           |       |         | 6 42    | 9 46           | 7 42  | 9 42       |       | 4 42          | 6 42  |
| 31 | Edenbridge                 | 7 55         |                | 10 55  |       |         | 2 55           |       | 5 38    | 6 55    | 10 7           | 7 55  | 9 55       |       | 4 55          | 6 55  |
| 36 | Penshurst                  | 8 10         |                | 11 10  |       |         | 3 10           |       |         | 7 10    | 10 13          | 8 10  | 10 10      |       | 5 10          | 7 10  |
| 41 | Tunbridge                  | 8 24         | 10 31          | 11 24  | 11 36 | 1 3     | 3 24           | 4 36  | 6 3     | 7 24    | 24 13          | 8 24  | 10 24      | 12 3  | 5 24          | 7 24  |
| 46 | Tunbridge Wells .. arrival | 8 45         | 10 23          | 11 45  | 11 52 | 1 25    | 3 45           | 4 52  | 6 23    | 7 45    | 10 45          | 8 45  | 10 45      | 12 23 | 5 45          | 7 45  |
| 46 | Paddock Wood               | 8 40         |                | 11 40  |       |         | 1 18           |       |         | 7 40    | 10 36          | 8 40  | 10 40      |       | 5 40          | 7 40  |
| 51 | Yalding                    | 8 48         |                | 11 48  |       |         | 3 48           |       |         | 7 48    |                | 8 48  | 10 48      |       | 5 48          | 7 48  |
| 51 | Watlingbury                | 8 54         | 10 25          | 11 54  | 11 55 | 1 28    | 3 54           | 4 55  | 6 28    | 7 54    | 10 46          | 8 54  | 10 46      | 12 28 | 5 54          | 7 48  |
| 54 | East Farleigh              | 9 3          |                | 12 3   |       |         | 4 3            |       |         | 8 3     |                | 9 3   | 11 3       |       | 6 3           | 8 3   |
| 54 | Maidstone .. arrival       | 9 15         | 10 45          | 12 15  | 12 10 | 1 45    | 4 15           | 5 10  | 6 45    | 8 15    | 11 0           | 9 15  | 11 15      | 12 45 | 6 15          | 8 15  |
| 54 | Marden, depart from        | 8 53         |                | 11 53  |       |         | 3 53           |       |         | 7 53    |                | 8 53  | 10 53      |       | 5 53          | 7 53  |
| 50 | Staplehurst                | 9 2          | 10 32          | 12 2   |       | 1 34    | 4 2            |       | 6 32    | 8 2     | 20 56          | 9 2   | 21 2       | 12 32 | 6 2           | 8 2   |
| 54 | Headcorn                   | 9 12         |                | 12 12  |       |         | 4 12           |       |         | 8 12    |                | 9 12  | 11 12      |       | 6 12          | 8 12  |
| 61 | Pluckley                   | 9 25         |                | 12 25  |       |         | 4 25           |       |         | 8 25    |                | 9 25  | 11 25      |       | 6 25          | 8 25  |
| 64 | Ashford                    | 9 39         | 11 2           | 12 39  | 12 18 | 2 4     | 4 39           | 5 18  | 7 2     | 8 39    | 11 27          | 9 39  | 11 39      | 1 2   | 6 39          | 8 39  |
| 67 | Chilham                    | 10 5         |                | 1 5    |       |         | 5 5            |       |         | 9 5     |                | 10 5  | 12 5       |       | 7 5           | 9 5   |
| 82 | Canterbury                 | 10 18        | 11 37          | 1 18   | 12 50 | 2 40    | 5 18           | 5 50  | 7 37    | 9 18    | 12 3           | 10 18 | 12 18      | 1 37  | 7 18          | 9 18  |
| 94 | Minster                    | 10 45        |                | 1 45   |       |         | 5 45           |       |         | 9 45    |                | 10 45 | 12 45      |       | 7 45          | 9 45  |
| 97 | Ramsgate                   | 11 5         | 12 20          | 2 5    | 1 20  | 3 20    | 6 5            | 6 20  | 8 20    | 10 5    | 12 40          | 11 5  | 1 5        | 2 20  | 8 5           | 10 5  |
| 97 | Westenhanger               | 10 31        | 11 23          | 1 5    |       | 2 24    | 5 3            |       | 7 23    | 9 3     |                | 10 3  | 12 3       | 1 23  | 7 3           | 9 3   |
| 97 | Folkestone                 | 10 20        | 11 39          | 1 23   | 12 43 | 2 40    | 5 20           | 5 43  | 7 39    | 9 20    | 12 0           | 10 20 | 12 20      | 1 39  | 7 20          | 9 20  |
| 88 | Dover                      | 10 45        | 12 0           | 1 45   | 1 0   | 3 0     | 5 45           | 6 0   | 8 0     | 9 45    | 12 15          | 10 45 | 12 45      | 2 0   | 7 45          | 9 45  |

OWNERS will run to every Train the London Bridge and Bricklayer's Arms Stations - Fare, 6s., including 56 lbs. weight of luggage.

Day Tickets between all the Stations to go and return the same day, for one fare and a half. Day Tickets issued on Saturdays, are returnable on Saturday, Sunday or Monday.

Return Tickets on Saturday or Monday.

| Pares.          |       |       |       |       | Pares.          |       |       |       |       |
|-----------------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|
|                 | exps  | 1st c | 2d c  | 3d c  |                 | exps. | 1st c | 2d c  | 3d c  |
| From Lond. Bdge | s. d. | s. d. | s. d. | s. d. | From Lond. Bdge | s. d. | s. d. | s. d. | s. d. |
| Croydon         | ..    | 2 0   | 1 6   | 0 11  | East Farleigh   | ..    | 7 0   | 4 6   | 2 8   |
| Mersham         | ..    | 4 0   | 2 3   | 1 3   | Maidstone       | 8 0   | 7 0   | 4 6   | 2 8   |
| Reigate         | ..    | 4 4   | 2 6   | 1 4   | Marden          | ..    | 7 10  | 5 2   | 3 0   |
| Godstone        | ..    | 4 6   | 2 10  | 1 8   | Staplehurst     | ..    | 8 6   | 5 8   | 3 4   |
| Edenbridge      | ..    | 5 0   | 3 4   | 2 0   | Headcorn        | ..    | 9 0   | 6 2   | 3 8   |
| Penshurst       | ..    | 5 10  | 3 8   | 2 3   | Pluckley        | ..    | 10 3  | 6 10  | 4 2   |
| Tunbridge       | 7 6   | 6 6   | 4 0   | 2 6   | Ashford         | 13 6  | 11 6  | 7 4   | 4 8   |
| Tunbridge Wells | 8 6   | 7 0   | 4 6   | 2 8   | Canterbury      | 15 0  | 12 6  | 8 6   | 5 6   |
| Paddock Wood    | ..    | 7 0   | 4 6   | 2 8   | Ramsgate        | 19 0  | 16 0  | 11 0  | 7 0   |
| Yalding         | ..    | 7 0   | 4 6   | 2 8   | Westenhanger    | ..    | 13 6  | 8 4   | 5 4   |
| Watlingbury     | 8 0   | 7 0   | 4 6   | 2 8   | Folkstone       | 18 0  | 15 0  | 10 0  | 6 0   |
|                 |       |       |       |       | DOVER           | 18 0  | 15 0  | 10 0  | 6 0   |

WHITSTABLE BRANCH.

From Canterbury to Whitstable at 8 and 10 a.m., 12 noon, 2, 4, and 6 p.m. On SUNDAYS at 8½ and 11½ a.m., 4, and 7 p.m.

From Whitstable to Canterbury at 8½ and 10½ a.m., 12½, 4½, and 6½ p.m. On SUNDAYS at 9½ a.m., 12½, 3½, 5½, and 8 p.m.

FARES, first class 1s.; second 6d

Day Tickets, first class, 1s. 6d.; second, 9d.

A Courier's Carriage from the Bricklayers' Arms, at 11 p.m., will be attached to the Goods train, at the special request of travellers desiring to reach Folkestone or Dover early in the morning. Fare 18s.—Children above One Year, and under Ten Years, will be charged Half Price.

| Eng.-in-Chief, K. Stephenson |                   | SOUTH EASTERN. |          |        |         |          |         |          |       |        |       |        |          | SUNDAY TRAINS. |       |          |        |       |  |  |  |  |  |  |  |
|------------------------------|-------------------|----------------|----------|--------|---------|----------|---------|----------|-------|--------|-------|--------|----------|----------------|-------|----------|--------|-------|--|--|--|--|--|--|--|
| Miles.                       | Up Trains.        | 1, 2, 3,       | 1, 2, 3, | 1 cls. | 1, & 2, | 1, 2, 3, | 1, & 2, | 1, 2, 3, | 1 cl. | 1 & 2  | 12 &  |        |          |                |       |          |        |       |  |  |  |  |  |  |  |
|                              |                   | Mail.          | class.   | exprs  | class   | Mail.    | class.  | class.   | exp.  | class. | chp   | 1, 2ml | 1, 2, 3, | 1, 2, 3,       | 1 & 2 | 1, 2, 3, | 1 & 2, |       |  |  |  |  |  |  |  |
|                              |                   | a.m.           | a.m.     | a.m.   | a.m.    | a.m.     | a.m.    | a.m.     | p.m.  | p.m.   | p.m.  | a.m.   | a.m.     | a.m.           | a.m.  | a.m.     | & chp  |       |  |  |  |  |  |  |  |
| 5                            | Dover             | 1 30           | 6 0      | 8 0    | 8 15    | 9 6      | 11 15   | 1 0      | 3 15  | 4 15   | 6 30  | ..     | 1 30     | 6 0            | 8 0   | 10 0     | 3 0    | 6 30  |  |  |  |  |  |  |  |
| 5 3                          | Folkestone        | 1 45           | 6 14     | 8 10   | 8 27    | 9 14     | 11 27   | 1 14     | 3 25  | 4 27   | 6 44  | ..     | 1 45     | 6 14           | 8 14  | 10 12    | 3 14   | 6 44  |  |  |  |  |  |  |  |
| 12 3                         | Westenhanger      | ..             | 6 35     | ..     | 8 49    | 9 35     | 11 44   | 1 35     | ..    | 4 44   | 7 5   | ..     | ..       | 6 35           | 8 35  | 10 29    | 3 35   | 7 5   |  |  |  |  |  |  |  |
| 51 4                         | Ramsgate          | ..             | 5 25     | 7 30   | 7 55    | 8 35     | 10 55   | 12 35    | 2 45  | 3 55   | 5 5   | ..     | ..       | 5 35           | 7 35  | 9 40     | 2 35   | 6 5   |  |  |  |  |  |  |  |
| 47                           | Minster           | ..             | 5 45     | ..     | ..      | 8 45     | ..      | 12 45    | ..    | ..     | 6 15  | ..     | ..       | 5 45           | 7 45  | ..       | 2 45   | 6 15  |  |  |  |  |  |  |  |
| 35 1                         | Canterbury        | ..             | 6 11     | 8 0    | 8 25    | 9 11     | 11 25   | 1 11     | 3 15  | 4 25   | 6 41  | ..     | ..       | 6 11           | 8 11  | 10 10    | 3 11   | 6 41  |  |  |  |  |  |  |  |
| 29 1                         | Chilham           | ..             | 6 27     | ..     | ..      | 9 27     | ..      | 1 27     | ..    | ..     | 6 57  | ..     | ..       | 6 27           | 8 27  | ..       | 3 27   | 6 57  |  |  |  |  |  |  |  |
| 20 1                         | Ashford           | 2 22           | 6 54     | 8 35   | 9 1     | 9 54     | 12 1    | 1 54     | 3 50  | 5 1    | 7 24  | ..     | 2 22     | 6 54           | 8 54  | 10 46    | 3 54   | 7 24  |  |  |  |  |  |  |  |
| 26                           | Pluckley          | ..             | 7 10     | ..     | ..      | 10 10    | ..      | 2 10     | ..    | ..     | 7 40  | ..     | ..       | 7 10           | 9 10  | ..       | 4 10   | 7 40  |  |  |  |  |  |  |  |
| 31 1                         | Headcorn          | ..             | 7 23     | ..     | ..      | 10 23    | ..      | 2 23     | ..    | ..     | 7 53  | ..     | ..       | 7 23           | 9 23  | ..       | 4 23   | 7 53  |  |  |  |  |  |  |  |
| 34 1                         | Staplehurst       | 2 54           | 7 31     | ..     | 9 31    | 10 31    | 12 31   | 2 31     | ..    | 5 31   | 8 1   | ..     | 2 54     | 7 31           | 9 31  | 11 16    | 4 31   | 8 1   |  |  |  |  |  |  |  |
| 37                           | Marden            | ..             | 7 40     | ..     | ..      | 10 40    | ..      | 2 40     | ..    | ..     | 8 10  | ..     | ..       | 7 40           | 9 40  | ..       | 4 40   | 8 10  |  |  |  |  |  |  |  |
| 51 1                         | Maidstone         | ..             | 7 15     | 8 45   | 9 20    | 10 15    | 12 20   | 2 15     | 4 0   | 5 20   | 7 45  | ..     | ..       | 7 15           | 9 15  | 11 5     | 4 15   | 7 45  |  |  |  |  |  |  |  |
| 50                           | East Farleigh     | ..             | 7 20     | ..     | ..      | 10 20    | ..      | 2 20     | ..    | ..     | 7 50  | ..     | ..       | 7 20           | 9 20  | ..       | 4 20   | 7 50  |  |  |  |  |  |  |  |
| 47                           | Wateringbury      | ..             | 7 28     | 8 54   | 9 30    | 10 28    | 12 30   | 2 28     | 4 9   | 5 30   | 7 55  | ..     | ..       | 7 28           | 9 28  | 11 15    | 4 28   | 7 55  |  |  |  |  |  |  |  |
| 45 1                         | Yalding           | ..             | 7 35     | ..     | ..      | 10 35    | ..      | 2 35     | ..    | ..     | 8 5   | ..     | ..       | 7 35           | 9 35  | ..       | 4 35   | 8 5   |  |  |  |  |  |  |  |
| 41 1                         | Paddock Wood      | ..             | 7 52     | ..     | ..      | 10 52    | ..      | 2 52     | ..    | ..     | 8 22  | ..     | ..       | 7 52           | 9 52  | ..       | 4 52   | 8 22  |  |  |  |  |  |  |  |
| 51 1                         | Tunbridge Wells   | ..             | 7 50     | 9 2    | 9 42    | 10 50    | 12 42   | 2 50     | 4 17  | 5 42   | 8 20  | ..     | ..       | 7 50           | 9 50  | 11 27    | 4 50   | 8 20  |  |  |  |  |  |  |  |
| 46 1                         | Tanbridge         | 3 24           | 8 6      | 9 15   | 9 57    | 11 6     | 12 57   | 3 6      | 4 30  | 5 57   | 8 36  | ..     | 3 24     | 8 6            | 10 6  | 11 42    | 5 6    | 8 36  |  |  |  |  |  |  |  |
| 51                           | Penshurst         | ..             | 8 24     | ..     | ..      | 11 24    | ..      | 3 24     | ..    | ..     | 8 54  | ..     | ..       | 8 24           | 10 24 | ..       | 5 24   | 8 54  |  |  |  |  |  |  |  |
| 56                           | Edenbridge        | ..             | 8 38     | ..     | 10 22   | 11 38    | ..      | 3 38     | ..    | ..     | 9 6   | ..     | ..       | 8 38           | 10 38 | ..       | 5 38   | 9 6   |  |  |  |  |  |  |  |
| 61                           | Godstone          | ..             | 8 52     | ..     | ..      | 11 52    | ..      | 3 52     | ..    | ..     | 9 32  | ..     | ..       | 8 52           | 10 52 | ..       | 5 52   | 9 32  |  |  |  |  |  |  |  |
| 66 1                         | Reigate           | 4 9            | 9 8      | ..     | 10 48   | 12 8     | 1 47    | 4 8      | ..    | 6 47   | 9 38  | ..     | 4 9      | 9 10           | 11 8  | 12 32    | 6 8    | 9 38  |  |  |  |  |  |  |  |
| 67 1                         | Merstham          | ..             | 9 14     | ..     | ..      | 12 14    | ..      | 4 14     | ..    | ..     | 9 44  | ..     | ..       | 9 15           | 11 14 | ..       | 6 14   | 9 44  |  |  |  |  |  |  |  |
| 76 1                         | Croydon           | 4 30           | 9 37     | ..     | 11 11   | 12 37    | 2 11    | 4 37     | ..    | 7 11   | 10 7  | ..     | 4 30     | 9 37           | 11 37 | 12 56    | 6 37   | 10 7  |  |  |  |  |  |  |  |
| 87                           | Bricklayers' Arms | ..             | ..       | ..     | ..      | ..       | ..      | 5 15     | ..    | ..     | 10 45 | ..     | ..       | ..             | 12 15 | ..       | ..     | 10 45 |  |  |  |  |  |  |  |
| 88                           | London Bridge     | 5 9            | 10 0     | 10 30  | 11 45   | 1 15     | 2 45    | ..       | 5 45  | 7 45   | ..    | ..     | 5 9      | 10 15          | ..    | 1 30     | 7 15   | ..    |  |  |  |  |  |  |  |

[illegible]

Manager, J. Y. Akerman.

**SOUTH EASTERN.**—Greenwich Branch.—Length of Line, 5½ Miles.

Manager, J. Y. Akerman. **SOUTH EASTERN.—Greenwich Branch.**—Length of line, 3 1/2 miles. The trains run each way every 1/2 of an hour from 8 a.m. to 10 p.m.; on Sundays from 8 till 1 to 11, and from a 1/4 past 1 till 11.

as run each way every  $\frac{1}{4}$  of an hour from 8 a.m. to 10 p.m.; on Sundays from 8 till 4 to 11, and from 4 to 10 p.m.

FARES — 1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s., 2nd class 10d.

ANNUAL TICKETS may be had on the following terms, by all the trains:—First class £7 10s.; Second class £5 2s., from the 1st May until the 31st December.

An extra train leaves Greenwich at 7 25 a.m., and London at  $\frac{1}{4}$  past 10 p.m., calling at all the stations.

| Miles. |  | London to Ely, Norwich, & Yarmouth. | DOWN TRAINS. |       |       |       |       |       |       |       |       |       |       |       |       |       |       | Sunday Trains. |       |       |       |       | FARES. |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |               |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       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|       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|--------|--|-------------------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----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|        |  |                                     | 1            |       | 2     |       | 3     |       | 4     |       | 5     |       | 6     |       | 7     |       | 8     |                | 9     |       | 10    |       | 11     |       | 12    |       | 13    |       | 14    |       | 15    |       | 1     |       | 2     |       | 3     |       | 4     |       | 5     |       | Ordinary Trns |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      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|       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|        |  |                                     | 1 & 2        | 1,2,3 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3          | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3  | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2         | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1,2,3 |

**Additional Sunday Trains**—From London to Hertford at 7, and 9 p.m.; to Waltham 3 and 6½ p.m., stopping at the Stations.  
On Week days, London to Waltham at 6 and 9 p.m.

| Traffic Supt., Robt. Moseley. |                                                | EASTERN COUNTIES.—Cambridge Line. |        |        |        |        |       |        |        |        |        |        |        |        |        |       | Coach Supt., G. Richardson. |        |         |         |       |              |       |      |  |  |
|-------------------------------|------------------------------------------------|-----------------------------------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----------------------------|--------|---------|---------|-------|--------------|-------|------|--|--|
| Distances<br>from Norwich     | Yarmouth,<br>Norwich,<br>and Ely to<br>London. | UP TRAINS.                        |        |        |        |        |       |        |        |        |        |        |        |        |        |       | SUNDAY TRAINS.              |        |         |         |       | FARES.       |       |      |  |  |
|                               |                                                | 1,2,3                             | 1,2,3  | 1,2,3  | 1,2,3  | 1,2,3  | 6     | 7      | 8      | 9      | 10     | 11     | 12     | 13     | 14     | 15    | 1                           | 2      | 3       | 4       | 5     | From Yarmth. |       |      |  |  |
|                               |                                                | class.                            | class. | class. | class. | class. | Mail  | class. | cheap. | class. | class. | class. | class. | class. | class. | mail  | class.                      | class. | class.  | class.  | mail  | 1Cl.         | 2Cl.  | 3Cl. |  |  |
|                               |                                                | a.m.                              | a.m.   | a.m.   | a.m.   | a.m.   | a.m.  | p.m.   | a.m.   | p.m.   | a.m.   | p.m.   | p.m.   | p.m.   | p.m.   | a.m.  | a.m.                        | a.m.   | p.m.    | p.m.    | s.    | d.           | s.    | d.   |  |  |
| —                             | Yarmouth<br>Norwich...                         | ..                                | ..     | ..     | ..     | ..     | 5 45  | 6 30   | ..     | ..     | 10 15  | 11 15  | ..     | ..     | 3 0    | 10 17 | ..                          | ..     | ..      | 1 30    | 10 17 | 3 6          | 2 6   | 1 8  |  |  |
| 53                            | Ely .....                                      | ..                                | ..     | 6 40   | ..     | ..     | 9 3   | ..     | 9 30   | ..     | p.m.   | 1 32   | ..     | ..     | 6 26   | 1 15  | ..                          | ..     | 8 19 5  | 4 1 15  | 13 0  | 9 6          | 6 2   |      |  |  |
| 624                           | Waterbeach .....                               | ..                                | ..     | 7 5    | ..     | ..     | 9 26  | ..     | 10 0   | ..     | ..     | ..     | ..     | ..     | 6 51   | 1 48  | ..                          | ..     | 8 41 5  | 29 1 48 | 14 6  | 10 0         | 0     |      |  |  |
| 674                           | Cambrdg.arr. ....                              | ..                                | ..     | ..     | ..     | ..     | 9 36  | ..     | 10 22  | ..     | 2 2    | ..     | ..     | ..     | 7 32   | 0     | ..                          | ..     | 8 55 5  | 41 2 0  | 16 0  | 11 0         | 7 5   |      |  |  |
|                               | Ditto .....                                    | ..                                | ..     | 7 18   | ..     | ..     | 9 44  | ..     | 10 28  | ..     | 2 10   | ..     | ..     | 4 0    | 7 11   | 2 8   | ..                          | ..     | 9 35 5  | 49 2 8  | ..    | ..           | ..    |      |  |  |
| 71                            | Shelford .....                                 | ..                                | ..     | 7 28   | ..     | ..     | ..    | ..     | 10 40  | ..     | ..     | 4 11   | ..     | ..     | 7 37   | 2 28  | ..                          | ..     | 9 15 5  | 1 2     | 28 0  | 12 0         | 8 3   |      |  |  |
| 75                            | Whitlessford .....                             | ..                                | ..     | 7 38   | ..     | ..     | ..    | ..     | 10 58  | ..     | ..     | 4 21   | ..     | ..     | 7 29   | ..    | ..                          | ..     | 9 25 6  | 11      | ..    | ..           | 8 0   |      |  |  |
| 774                           | Chesterford .....                              | ..                                | ..     | 7 46   | ..     | ..     | 10 7  | ..     | 11 5   | ..     | ..     | 4 29   | ..     | ..     | 7 37   | 2 28  | ..                          | ..     | 9 35 6  | 21 2 28 | 17 0  | 12 0         | 8 3   |      |  |  |
| 814                           | Wenden .....                                   | ..                                | ..     | 8 0    | ..     | ..     | 10 20 | ..     | 11 22  | ..     | 2 41   | ..     | 4 42   | ..     | 7 50   | 2 43  | ..                          | ..     | 9 46 35 | 2 43    | 18 0  | 12 6         | 8 7   |      |  |  |
| 834                           | Newport .....                                  | ..                                | ..     | ..     | ..     | ..     | 10 26 | ..     | 11 31  | ..     | ..     | ..     | 4 48   | ..     | 7 58   | 2 58  | ..                          | ..     | 9 59 6  | 42 2 58 | 18 6  | 13 0         | 8 9   |      |  |  |
| 88                            | Elsenham .....                                 | ..                                | ..     | ..     | ..     | ..     | 10 42 | ..     | 11 47  | ..     | ..     | ..     | ..     | ..     | 8 13   | ..    | ..                          | ..     | 10 15 7 | 1       | 19 6  | 13 6         | 9 2   |      |  |  |
| 892                           | Stanstead .....                                | ..                                | ..     | 8 20   | ..     | ..     | ..    | ..     | 11 59  | ..     | ..     | ..     | ..     | ..     | ..     | ..    | ..                          | ..     | 10 24 7 | 9       | 20 6  | 14 0         | 9 6   |      |  |  |
| 922                           | Bshp.Strtdf. ....                              | ..                                | ..     | 8 30   | ..     | ..     | 10 55 | ..     | 12 11  | ..     | 3 11   | ..     | 5 10   | ..     | 8 26   | 3 18  | ..                          | ..     | 10 35 7 | 20 3 18 | 20 6  | 14 6         | 9 6   |      |  |  |
| 964                           | Sawbridgeworth .....                           | ..                                | ..     | 8 41   | ..     | ..     | ..    | ..     | 12 22  | ..     | ..     | ..     | 5 21   | ..     | 8 35   | ..    | ..                          | ..     | 10 43 7 | 28 3 25 | ..    | ..           | 9 10  |      |  |  |
| 982                           | Harlow .....                                   | ..                                | ..     | 8 48   | ..     | ..     | 11 11 | ..     | 12 32  | ..     | ..     | ..     | 5 28   | ..     | 8 42   | 3 33  | ..                          | ..     | 10 48 7 | 33 3 33 | 22 0  | 15 6         | 16 0  |      |  |  |
| 1004                          | Purmt Mill .....                               | ..                                | ..     | 8 55   | ..     | ..     | ..    | ..     | 12 40  | ..     | ..     | ..     | ..     | ..     | ..     | ..    | ..                          | ..     | 10 54 7 | 39      | ..    | ..           | 10 2  |      |  |  |
| 108                           | Roydon .....                                   | ..                                | ..     | 9 3    | ..     | ..     | ..    | ..     | 12 48  | ..     | ..     | ..     | 5 39   | ..     | ..     | ..    | ..                          | ..     | 11 4 7  | 48      | ..    | ..           | 10 4  |      |  |  |
| 109                           | Hertford .....                                 | *                                 | 8 10   | ..     | 9 15   | 10 45  | 12 30 | ..     | 2 30   | ..     | 4 50   | ..     | 7 20   | ..     | 8 30   | 10 50 | ..                          | ..     | ..      | ..      | ..    | ..           | ..    |      |  |  |
| 107                           | Ware .....                                     | ..                                | 8 15   | ..     | 9 20   | 10 50  | 12 35 | ..     | 2 35   | ..     | 4 55   | ..     | 7 25   | ..     | 8 36   | 10 56 | ..                          | ..     | ..      | ..      | ..    | ..           | ..    |      |  |  |
| 1152                          | St. Margts.<br>Rye House .....                 | ..                                | 8 21   | ..     | 9 26   | 10 56  | 12 41 | ..     | 2 41   | ..     | 5 1    | ..     | 7 31   | ..     | 8 42   | 11 2  | ..                          | ..     | 8 45    | 11 2    | ..    | ..           | ..    |      |  |  |
| 106                           | Broxbourne<br>Cheshunt .....                   | 7 45                              | 8 27   | 9 12   | 9 34   | 11 9   | 11 28 | 12 49  | 1 0    | 2 49   | 3 40   | 5 14   | 5 48   | 7 43   | 9 0    | 3 58  | 8 55                        | 11 14  | 11 14   | 7 57    | 3 58  | 23 0         | 16 6  | 10 8 |  |  |
| 1104                          | Waltham .....                                  | 7 55                              | 8 42   | ..     | ..     | 11 19  | 12 59 | 1 18   | 2 59   | ..     | 5 24   | 5 56   | 7 53   | 9 9    | 4 13   | 9 0   | 9 0                         | 11 24  | 11 24   | 8 0     | 4 13  | 23 6         | 17 0  | 11 0 |  |  |
| 1138                          | Pondr's End .....                              | 8 3                               | 8 50   | ..     | 11 28  | ..     | 1 8   | 1 30   | 3 8    | ..     | 5 33   | ..     | 8 2    | ..     | 9 17   | 11 36 | 11 36                       | 8 20   | ..      | ..      | ..    | ..           | ..    | ..   |  |  |
| 115                           | Emdонт .....                                   | 8 9                               | 8 56   | ..     | 11 34  | ..     | 1 14  | 1 40   | 3 14   | ..     | 5 39   | ..     | 8 8    | ..     | 9 24   | 11 43 | 11 43                       | 8 20   | ..      | ..      | ..    | ..           | ..    | 11 5 |  |  |
| 1154                          | Marsh Lane .....                               | 8 11                              | 8 58   | ..     | 11 36  | ..     | 1 16  | 1 45   | 3 16   | ..     | 5 41   | 6 11   | 8 11   | ..     | 9 29   | 11 48 | 11 48                       | 8 32   | ..      | ..      | ..    | ..           | ..    | 11 5 |  |  |
| 1174                          | Tottenham .....                                | 8 16                              | 9 3    | ..     | 11 41  | ..     | 1 21  | 1 54   | 3 21   | ..     | 5 46   | ..     | 8 16   | 9 26   | ..     | 9 35  | 11 54                       | 11 54  | 8 40    | ..      | 25 6  | 18 0         | 11 7  |      |  |  |
| 1194                          | La Bridge .....                                | 8 22                              | 9 9    | ..     | 11 47  | ..     | 1 27  | 2 3    | 3 27   | ..     | 5 52   | ..     | 8 21   | ..     | ..     | 9 43  | 12 2                        | 12 2   | 8 50    | ..      | ..    | ..           | 11 9  |      |  |  |
| 1214                          | Stratford .....                                | 8 29                              | 9 15   | ..     | 11 55  | ..     | 1 35  | 2 13   | 3 35   | 4 13   | ..     | ..     | ..     | ..     | ..     | 9 51  | 12 16                       | 12 16  | ..      | ..      | ..    | ..           | 11 11 |      |  |  |
| 125                           | London .....                                   | 8 54                              | 9 35   | 10 0   | 10 15  | 12 15  | 12 10 | 1 50   | 2 30   | 3 50   | 4 30   | 6 15   | 6 33   | 8 48   | 9 50   | 6 0   | 10 5                        | 12 25  | 12 25   | 9 15    | 5 0   | 26 0         | 18 6  | 12 2 |  |  |

R. Till, Secretary.

## NORFOLK RAILWAY.—(Ely &amp; Norwich.)

Wentworth Clay, Superintendent.

| From London | Miles. | London to Norwich and Yarmouth. | Down Trains |        |        |        |          | Sundays. |         |        |        | FARES        |         |         |
|-------------|--------|---------------------------------|-------------|--------|--------|--------|----------|----------|---------|--------|--------|--------------|---------|---------|
|             |        |                                 | 1 & 2       | 1 & 2  | 1 & 2  | 1 & 2  | 1 & 2    | 1, 2, 3  | 1, 2, 3 | 1 & 2  | 1 & 2  | From London. |         |         |
|             |        |                                 | class.      | class. | class. | class. | class.   | class.   | class.  | class. | class. | 1st Cl.      | 2d Cls. | 3d Cls. |
|             |        | Starting from                   | a.m.        | a.m.   | a.m.   | p.m.   | p.m.     | a.m.     | a.m.    | p.m.   | p.m.   | s. d.        | s. d.   | s. d.   |
| 0           |        | London                          | 7 0         | 8 0    | 11 30  | 5 0    | 8 40     | 7 0      | 9 45    | 5 11   | 11 26  | 10 6         | 7 6     | 4 10    |
| 57 1/2      |        | Cambridge                       | 7 0         | 10 38  | 1 45   | 7 38   | 11 26    | 7 31     | 10 21   | 5 40   | 12 0   | 14 0         | 10 0    | 6 0     |
| 72          |        | Ely                             | 7 31        | 11 12  | 2 16   | 8 15   | 12 0     | 7 47     | 10 37   | 5 56   | 12 0   | 15 0         | 10 6    | 6 5     |
| 79          |        | Mildenhall Road                 | 7 47        | 11 28  | ..     | 8 30   | ..       | 8 4      | 10 54   | 6 13   | ..     | 16 0         | 11 0    | 7 0     |
| 84 1/2      |        | Lakenheath                      | 8 41        | 11 42  | ..     | 8 45   | ..       | 8 22     | 11 13   | 6 32   | 12 49  | 16 0         | 11 6    | 7 5     |
| 88          |        | Brandon                         | 8 22        | 10 0   | 3 0    | 9 0    | 10 12 49 | 8 34     | 11 30   | 6 45   | 1 10   | 16 0         | 12 0    | 7 11    |
| 95 1/2      |        | Thetford                        | 8 34        | 12 14  | 3 14   | 9 24   | 1 10     | 8 46     | 11 42   | 6 57   | ..     | 18 0         | 12 6    | 8 11    |
| 103 1/2     |        | Harling Road                    | 8 46        | 12 26  | 3 26   | 9 36   | ..       | 8 54     | 11 50   | 7 5    | ..     | 19 6         | 13 6    | 9 1     |
| 106 1/2     |        | Eccles Road                     | 8 54        | 12 34  | ..     | 9 44   | ..       | 9 7      | 12 6    | 7 21   | 1 43   | 19 6         | 13 6    | 9 1     |
| 110         |        | Attleborough                    | 9 7         | 12 47  | 3 44   | 9 57   | 1 43     | 9 12     | 12 11   | 7 26   | ..     | 20 6         | 14 6    | 9 5     |
| 113         |        | Spooner Row                     | 9 12        | ..     | ..     | ..     | ..       | 9 27     | 12 26   | 7 41   | 1 58   | 21 6         | 14 6    | 9 7     |
| 115 1/2     |        | Wymondham                       | 9 27        | 1 5    | 4 0    | 10 15  | 1 58     | 9 33     | 12 32   | 7 47   | ..     | 21 6         | 15 0    | 9 11    |
| 119 1/2     |        | Hethersett                      | 9 33        | ..     | ..     | ..     | ..       | 10 2     | 1 2     | 8 17   | ..     | 22 6         | 16 0    | 10 6    |
| 125         |        | Trowse                          | 10 2        | ..     | 4 30   | ..     | ..       | 10 15    | 1 15    | 8 30   | 2 48   | 22 6         | 16 0    | 10 6    |
| 126         |        | Norwich                         | 10 15       | 1 50   | 4 43   | 10 47  | 2 48     | 11 0     | 2 10    | 9 25   | 3 28   | 23 6         | 18 6    | 12 2    |
| 146         |        | Yarmouth Arrival                | 11 5        | 2 45   | 5 35   | ..     | 3 28     | ..       | ..      | ..     | ..     | ..           | ..      | ..      |

| From Nrch. | Miles. | Yarmouth and Norwich to London. | Up Trains. |        |        |        |        | Sundays. |         |         |         | FARES.        |         |         |
|------------|--------|---------------------------------|------------|--------|--------|--------|--------|----------|---------|---------|---------|---------------|---------|---------|
|            |        |                                 | 1 & 2      | 1 & 2  | 1 & 2  | 1 & 2  | 1 & 2  | 1, 2, 3  | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | From Norwich. |         |         |
|            |        |                                 | class.     | class. | class. | class. | class. | class.   | class.  | class.  | class.  | 1st Cl.       | 2d Cls. | 3d Cls. |
|            |        | Starting from                   | a.m.       | a.m.   | p.m.   | p.m.   | p.m.   | a.m.     | p.m.    | p.m.    | p.m.    | s. d.         | s. d.   | s. d.   |
| 20         |        | Yarmouth                        | 5 45       | 10 15  | 3 0    | 7 0    | 10 17  | 8 0      | 1 30    | 6 0     | 10 17   | ..            | ..      | ..      |
| 21         |        | Norwich                         | 6 30       | 11 15  | 4 0    | 8 0    | 11 2   | 9 0      | 2 30    | 7 0     | 11 2    | ..            | ..      | ..      |
| 26 1/2     |        | Trowse                          | 6 35       | 11 20  | ..     | ..     | ..     | 9 5      | 2 35    | 7 5     | ..      | ..            | ..      | ..      |
| 30 1/2     |        | Hethersett                      | 6 42       | ..     | ..     | ..     | ..     | 9 12     | 2 42    | 7 12    | ..      | ..            | ..      | ..      |
| 33 1/2     |        | Wymondham                       | 6 57       | 11 38  | 4 19   | 8 24   | 11 28  | 9 28     | 2 58    | 7 28    | 11 28   | 1 0           | 0 9     | 0 6     |
| 36         |        | Spooner Row                     | ..         | ..     | 4 23   | ..     | ..     | 9 32     | 3 2     | 7 32    | ..      | 1 9           | 1 4     | 0 10    |
| 39 1/2     |        | Attleborough                    | 7 15       | 11 53  | 4 38   | 8 43   | 11 41  | 9 47     | 3 17    | 7 47    | 11 41   | 2 3           | 1 6     | 1 1     |
| 42 1/2     |        | Eccles Road                     | 7 20       | ..     | 4 43   | ..     | ..     | 9 52     | 3 22    | 7 52    | ..      | 3 0           | 2 0     | 1 4     |
| 45 1/2     |        | Harling Road                    | 7 28       | 12 3   | 4 52   | 8 58   | ..     | 10 0     | 3 32    | 8 0     | ..      | 3 9           | 2 6     | 1 7     |
| 50 1/2     |        | Thetford                        | 7 51       | 12 26  | 5 16   | 9 24   | 12 14  | 10 25    | 3 35    | 8 25    | 12 14   | 6 0           | 4 0     | 2 7     |
| 58         |        | Brandon                         | 8 15       | 12 50  | 5 40   | 10 0   | 12 34  | 10 50    | 4 55    | 8 50    | 12 34   | 6 6           | 4 6     | 3 2     |
| 61 1/2     |        | Lakenheath                      | 8 29       | ..     | 5 53   | ..     | ..     | ..       | 4 31    | 9 8     | ..      | 7 3           | 5 4     | 3 5     |
| 67         |        | Mildenhall Drove                | 8 43       | ..     | 6 6    | ..     | ..     | ..       | 4 45    | 9 25    | ..      | 8 6           | 6 0     | 3 10    |
| 74         |        | Ely                             | 9 3        | 1 32   | 6 26   | 11 0   | 1 15   | ..       | 5 4     | 9 41    | 1 15    | 9 6           | 7 0     | 4 6     |
| 83 1/2     |        | Cambridge                       | 9 36       | 2 2    | 7 3    | 11 30  | 2 8    | ..       | 5 43    | 10 12   | 2 0     | 12 6          | 8 6     | 5 9     |
| 146        |        | London, Arrival                 | 12 10      | 4 30   | 9 50   | ..     | 5 0    | ..       | 9 15    | ..      | 5 0     | 12 6          | 16 0    | 10 6    |

No information received from this Company.

R. T. Brandling, Manager.

## YARMOUTH AND NORWICH. Secretary, R. Till, Guildhall Buildings, London.

| Mls.   | Down Trains       | Week Days. |      |       |      |      | Sundays. |      |      |       |      | Fares. |               |              |              |
|--------|-------------------|------------|------|-------|------|------|----------|------|------|-------|------|--------|---------------|--------------|--------------|
|        |                   | mail       | 2    | 3     | 4    | 5    | 6        | mail | 2    | 3     | 4    | 5      | 1st<br>Class. | 2nd<br>Class | 3rd<br>Class |
|        |                   | a.m.       | a.m. | a.m.  | p.m. | p.m. | a.m.     | p.m. | a.m. | p.m.  | p.m. | p.m.   | s. d.         | s. d.        | s. d.        |
|        | Norwich ..        | 2 48       | 8 0  | 10 15 | 1 45 | 4 30 | 8 30     | 2 48 | 8 0  | 10 15 | 1 30 | 8 30   | ..            | ..           | ..           |
| 6      | Brundall .....    | ..         | 8 9  | 10 24 | 1 54 | ..   | 8 39     | ..   | 8 9  | 10 24 | 1 39 | 8 39   | 1 0           | 0 9          | 0 6          |
| 8      | Buckenham .....   | ..         | 8 15 | 10 30 | 2 0  | 4 43 | 8 45     | ..   | 8 15 | 10 30 | 1 45 | 8 45   | 1 0           | 1 0          | 0 8          |
| 10     | Cantley .....     | ..         | 8 21 | ..    | 2 6  | ..   | 8 51     | ..   | 8 21 | 10 36 | 1 51 | 8 51   | 2 0           | 1 6          | 0 10         |
| 12     | Reedham .....     | ..         | 8 27 | 10 39 | 2 12 | 4 52 | 8 57     | ..   | 8 27 | 10 42 | 1 57 | 8 57   | 2 6           | 1 8          | 1 0          |
| 15     | Berney Arms ..... | ..         | 8 37 | ..    | ..   | ..   | 9 7      | ..   | 8 37 | ..    | ..   | 9 7    | ..            | ..           | ..           |
| 20 1/2 | Yarmouth .....    | 3 28       | 8 55 | 11 5  | 2 40 | 5 20 | 9 25     | 3 28 | 8 55 | 11 10 | 2 25 | 9 25   | 3 6           | 2 6          | 1 8          |

| Miles. | Up Trains   | 1    | 2     | 3    | 4    | 5     | mail  | 1    | 2    | 3    | 4     | mail | 1st Class | 2nd Class | 3rd Class |
|--------|-------------|------|-------|------|------|-------|-------|------|------|------|-------|------|-----------|-----------|-----------|
|        |             | a.m. | a.m.  | p.m. | p.m. | p.m.  | p.m.  | a.m. | p.m. | p.m. | p.m.  | p.m. | s. d.     | s. d.     | s. d.     |
| 4      | Yarmouth    | 5 45 | 10 15 | 3 0  | 7 0  | 8 30  | 10 17 | 8 0  | 1 30 | 6 0  | 10 17 | ..   | ..        | ..        | ..        |
| 6      | Berney Arms | ..   | ..    | ..   | ..   | 8 36  | ..    | 8 6  | ..   | 8 36 | ..    | 1 6  | 1 0       | 0 8       | ..        |
| 8      | Reedham     | ..   | 10 27 | 3 12 | 7 12 | 8 45  | ..    | 8 12 | 1 42 | 6 12 | 8 45  | 1 6  | 1 0       | 0 8       | ..        |
| 10     | Cantley     | ..   | ..    | ..   | ..   | 8 52  | ..    | 8 19 | 1 49 | 6 19 | 8 52  | 2 0  | 1 6       | 0 10      | ..        |
| 12     | Buckenham   | ..   | 10 38 | 3 23 | ..   | 8 58  | ..    | 8 25 | 1 56 | 6 25 | 8 58  | 2 6  | 1 8       | 1 0       | ..        |
| 14     | Brundall    | ..   | 10 44 | 3 29 | ..   | 9 4   | ..    | 8 31 | 1 6  | 31 9 | 4     | 3 0  | 2 0       | 1 0       | ..        |
| 20     | Norwich     | 6 22 | 11 23 | 5 27 | 9 25 | 10 52 | ..    | 8 52 | 2 26 | 6 52 | 9 25  | 3 6  | 2 6       | 1 8       | ..        |

Secretary, Edwd. Kenway, Cardiff.

## TAFV VALE.—24 Miles.

Engineer, E. Highton.

| DOWN TRAINS.     |       | Mixed Trains. |      | SUNDAYS. |      | UP TRAINS.       |       | Mixed Trains. |      | SUNDAYS. |      | FARES.     |            |            |
|------------------|-------|---------------|------|----------|------|------------------|-------|---------------|------|----------|------|------------|------------|------------|
| TRAINS LEAVE     |       | a.m.          | p.m. | p.m.     | a.m. | TRAINS LEAVE     |       | a.m.          | p.m. | p.m.     | a.m. | 1st class. | 2nd class. | 3rd class. |
|                  |       | a.m.          | p.m. | p.m.     | a.m. |                  |       | a.m.          | p.m. | p.m.     | a.m. | s. d.      | s. d.      | s. d.      |
| Merthyr          | 9 0   | 1 30          | 5 30 | 8 30     | 4 0  | Cardiff Docks    | 8 15  | 12 45         | 4 45 | 7 45     | 3 15 | ..         | ..         | ..         |
| Trueryrhiw       | 9 9   | 1 29          | 5 39 | 8 39     | 4 9  | Cardiff          | 8 30  | 1 0           | 5 0  | 8 0      | 3 30 | ..         | ..         | ..         |
| Top of Incline   | 9 30  | 2 0           | 6 0  | 9 0      | 4 30 | Llandaff         | 8 40  | 1 10          | 5 10 | 8 10     | 3 40 | 0 8        | 0 4        | 0 3        |
| Navigation House | 9 40  | 2 10          | 6 10 | 9 10     | 4 40 | Pentyrch         | 8 50  | 1 20          | 5 20 | 8 20     | 3 50 | 1 0        | 0 8        | 0 6        |
| Newbridge        | 9 51  | 2 21          | 6 21 | 9 21     | 4 51 | Taff's Well      | 8 58  | 1 28          | 5 28 | 8 28     | 3 58 | 1 3        | 1 0        | 0 8        |
| Taff's Well      | 10 9  | 2 39          | 6 39 | 9 39     | 5 9  | Newbridge        | 9 15  | 1 46          | 5 46 | 8 46     | 4 16 | 2 0        | 1 6        | 1 0        |
| Pentyrch         | 10 18 | 2 48          | 6 48 | 9 48     | 5 18 | Navigation House | 9 30  | 2 0           | 6 0  | 9 0      | 4 30 | 2 8        | 2 0        | 1 4        |
| Llandaff         | 10 28 | 2 58          | 6 58 | 9 58     | 5 28 | Top of Incline   | 9 40  | 2 10          | 6 10 | 9 10     | 4 40 | ..         | ..         | ..         |
| Cardiff          | 10 40 | 3 10          | 7 10 | 10 10    | 5 40 | Merthyr          | 10 0  | 2 30          | 6 30 | 9 30     | 5 0  | 3 6        | 2 9        | 1 9        |
| Cardiff Docks    | 10 55 | 3 25          | 7 25 | 10 25    | 5 55 | Merthyr arrival  | 10 10 | 2 40          | 6 40 | 9 40     | 5 10 | 4 0        | 3 0        | 2 0        |

ON SUNDAYS to and fro tickets will be issued at all the stations at one half the usual fares.

Passengers may be conveyed from the terminus at the Cardiff Docks, to the Cardiff station, to be there booked, for which purpose one of the company's carriages will leave the terminus at the advertised time.

Children under ten years of age, in the first and second class carriages, will be charged half-price. No half-price will be allowed in the third class carriages.

Parcels may be booked at the railway station, the charge for which will be 1s. for parcels not exceeding cwt., including all expenses for carriage, portage, and delivery.

THIRD CLASS PASSENGERS can book by these trains between Yarmouth & Brandon Children under three years of age are conveyed free; above three, and under ten years, half price.

Dogs are charged 6d. for any distance not exceeding twelve miles, and for greater distances 3d. for every 6 miles.

Post Horses are in readiness at Norwich and London on the arrival of every train. Charge secured at any of the principal stations by giving notice one day previously to the clerk of the station where they are required.

# EASTERN COUNTIES.—Colchester Line—50½ Miles.

| Mls | Stations.    | Down Trains.               |               |                          |                         |                           |                           |                 |                 |                                                                 |                 | Sundays.        |                                                                 |                 |                 |                                                                 |       |      |      |      |      | Fares. |        |        |
|-----|--------------|----------------------------|---------------|--------------------------|-------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------------------------------------------------------|-----------------|-----------------|-----------------------------------------------------------------|-----------------|-----------------|-----------------------------------------------------------------|-------|------|------|------|------|--------|--------|--------|
|     |              | 1,2,3 mail.<br>Chp. 1.2cl. | 1,2.<br>3cls. | 1,2 & 1,2<br>3cls. fast. | 1,2,1,2,3<br>3cls. cls. | 1 & 2,1,2,3<br>3cls. cls. | 1 & 2,1,2,3<br>Mail. cls. | 1,2,3<br>class. | 1,2,3<br>class. | 1,2,3,1,2,3,1 & 2<br>class. class. class. cls. cls. Mail class. | 1,2,3<br>class. | 1,2,3<br>class. | 1,2,3,1,2,3,1 & 2<br>class. class. class. cls. cls. Mail class. | 1,2,3<br>class. | 1,2,3<br>class. | 1,2,3,1,2,3,1 & 2<br>class. class. class. cls. cls. Mail class. |       |      |      |      |      |        |        |        |
|     | Trains leave | a.m.                       | a.m.          | p.m.                     | p.m.                    | p.m.                      | p.m.                      | p.m.            | p.m.            | p.m.                                                            | p.m.            | a.m.            | a.m.                                                            | a.m.            | p.m.            | p.m.                                                            | p.m.  | p.m. | p.m. | p.m. | p.m. | 1stcl. | 2d.cl. | 3d.cl. |
|     | Shoreditch   | 8 30                       | 11 0          | 1 0                      | 2 15                    | 3 0                       | 4 10                      | 5 30            | 6 30            | 8 30                                                            | 10 15           | 7 0             | 8 30                                                            | 9 45            | 10 15           | 11 0                                                            | 12 15 | 1 0  | 2 15 | 3 0  | 4 10 | 5 30   | 6 30   |        |
| 1   | Mile End     | 8 34                       | 11 4          | 1 4                      | 2 19                    | 3 4                       | 4 15                      | 5 35            | 6 35            | 8 35                                                            | 10 20           | 7 4             | 8 34                                                            | 9 49            | 10 20           | 11 4                                                            | 12 20 | 1 4  | 2 19 | 3 4  | 4 15 | 5 35   | 6 35   |        |
| 4   | Stratford    | 8 41                       | 11 10         | 1 11                     | 2 28                    | 3 5                       | 4 21                      | 5 41            | 6 41            | 8 40                                                            | 10 30           | 7 11            | 8 43                                                            | 9 58            | 10 30           | 11 11                                                           | 12 28 | 1 11 | 2 28 | 3 5  | 4 21 | 5 41   | 6 41   |        |
| 5   | Forest Gate  | 8 45                       | 11 14         | 1 15                     | 2 32                    | 4 0                       | 4 25                      | 5 45            | 6 45            | 8 44                                                            | 10 34           | 7 15            | 8 47                                                            | 10 0            | 10 34           | 11 15                                                           | 12 32 | 1 15 | 2 32 | 4 0  | 4 25 | 5 45   | 6 45   |        |
| 7   | Ilford       | 8 54                       | 11 23         | 1 23                     | 2 40                    | 4 1                       | 4 35                      | 5 55            | 6 55            | 8 54                                                            | 10 44           | 7 27            | 8 59                                                            | 10 14           | 10 44           | 11 25                                                           | 12 42 | 1 25 | 2 42 | 4 1  | 4 35 | 5 55   | 6 55   |        |
| 12  | Romford      | 9 6                        | 11 28         | 1 35                     | 2 52                    | 4 2                       | 4 45                      | 6 05            | 7 05            | 9 6                                                             | 10 56           | 7 39            | 9 11                                                            | 10 26           | 10 56           | 11 27                                                           | 12 44 | 1 27 | 2 44 | 4 2  | 4 45 | 6 05   | 7 05   |        |
| 18  | Brentwood    | 9 20                       | 11 45         | 1 50                     | 3 10                    | 4 3                       | 4 55                      | 6 15            | 7 20            | 9 21                                                            | 11 11           | 7 53            | 9 25                                                            | 10 40           | 11 11           | 11 42                                                           | 13 0  | 1 42 | 2 59 | 4 3  | 4 55 | 6 15   | 7 20   |        |
| 23½ | Ingatestone  | 9 36                       | 12 6          | 2 6                      | 3 26                    | 4 5                       | 5 16                      | 6 36            | 7 41            | 9 36                                                            | 11 26           | 8 9             | 9 36                                                            | 10 51           | 11 26           | 11 57                                                           | 13 14 | 1 57 | 3 14 | 4 5  | 5 16 | 6 36   | 7 41   |        |
| 30  | Chelmsford   | 9 49                       | 12 19         | 2 20                     | 3 51                    | 5 2                       | 5 29                      | 6 49            | 7 54            | 9 49                                                            | 11 39           | 8 22            | 9 49                                                            | 11 04           | 11 39           | 12 0                                                            | 13 17 | 2 0  | 3 17 | 4 5  | 5 29 | 6 49   | 7 54   |        |
| 35  | Hatfield     | 10 2                       | 12 32         | 2 33                     | 4 04                    | 5 3                       | 5 42                      | 6 62            | 7 67            | 9 52                                                            | 11 42           | 8 35            | 9 52                                                            | 11 07           | 11 42           | 12 3                                                            | 13 20 | 2 3  | 3 20 | 4 5  | 5 42 | 6 62   | 7 67   |        |
| 38½ | Witham       | 10 12                      | 12 30         | 2 43                     | 4 14                    | 5 4                       | 5 52                      | 6 72            | 7 77            | 10 13                                                           | 12 03           | 8 45            | 9 52                                                            | 11 07           | 11 42           | 12 13                                                           | 13 20 | 2 13 | 3 20 | 4 5  | 5 52 | 6 72   | 7 77   |        |
| 42  | Kelvedon     | 10 22                      | 12 40         | 2 53                     | 4 24                    | 5 5                       | 6 27                      | 7 47            | 8 52            | 10 23                                                           | 12 13           | 8 55            | 9 52                                                            | 11 07           | 11 42           | 12 13                                                           | 13 20 | 2 13 | 3 20 | 4 5  | 6 27 | 7 47   | 8 52   |        |
| 47  | Marks Tey    | 10 32                      | 12 50         | 3 3                      | 4 35                    | 6 2                       | 6 37                      | 7 57            | 9 0             | 10 30                                                           | 12 20           | 9 5             | 9 52                                                            | 11 07           | 11 42           | 12 13                                                           | 13 20 | 2 13 | 3 20 | 4 5  | 6 37 | 7 57   | 9 0    |        |
| 51  | Colchester   | 10 50                      | 1 5           | 3 20                     | 4 35                    | 6 30                      | 7 45                      | 9 0             | 10 49           | 12 39                                                           | 1 29            | 9 20            | 9 52                                                            | 11 07           | 11 42           | 12 13                                                           | 13 20 | 2 13 | 3 20 | 4 5  | 7 45 | 9 0    | 10 49  |        |

| Mls. | Stations.               | Up Trains.     |           |           |           |           |           |           |           |           |           | Sundays.       |           |           |           |            |           |           |           |         |        | Fares. |  |  |  |
|------|-------------------------|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|---------|--------|--------|--|--|--|
|      |                         | 1&2,1,2,3 Mail | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1&2,1,2,3 Mail | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl.  | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. |         |        |        |  |  |  |
|      |                         | a.m.           | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.           | a.m.      | a.m.      | a.m.      | a.m.       | a.m.      | a.m.      | a.m.      | 1st cl. | 2d cl. | 3d cl. |  |  |  |
|      | <b>Colchester</b> ..... | 2 45           |           | 7 45      | 9 0       | 11 0      | 2 0       | 4 30      | 6 0       | 8 30      | 10 15     | 2 45           |           | 8 30      | 9 45      | 11 15      | 12 15     |           | s. d.     | s. d.   | s. d.  |        |  |  |  |
| 4    | Marks Tey               |                |           |           | 9 10      |           | 2 10      | 4 42      |           |           |           |                |           | 8 40      |           | 10 10      | 11 40     |           | 1 0       | 0 7     | 0 4    |        |  |  |  |
| 9    | Kelvedon                |                |           | 8 7       | 9 22      | 11 22     | 2 22      | 4 56      | 6 20      |           |           | 3 10           |           | 8 52      |           | 10 22      | 11 52     |           | 2 0       | 1 3     | 0 9    |        |  |  |  |
| 12½  | Witham                  | 3 10           |           | 8 18      | 9 32      | 11 32     | 2 32      | 5 7       | 6 30      |           |           | 3 20           |           | 9 2       |           | 10 32      | 12 2      |           | 2 6       | 1 9     | 1 1    |        |  |  |  |
| 16   | Hatfield                |                |           | 8 26      | 4 0       |           |           | 5 16      | 6 38      |           |           |                |           | 9 12      |           | 10 22      | 11 52     |           | 3 6       | 2 4     | 1 4    |        |  |  |  |
| 21   | Chelmsford              | 3 45           |           | 8 43      | 9 55      | 11 54     | 2 49      | 5 32      | 6 52      |           |           | 3 45           |           | 9 26      |           | 10 36      | 12 6      |           | 4 6       | 3 2     | 1 9    |        |  |  |  |
| 27½  | Ingatestone             | 4 3            |           | 8 58      |           | 12 8      | 3 6       | 5 53      | 7 6       |           |           | 4 3            |           | 9 44      |           | 10 54      | 12 4      |           | 6 2       | 4 0     | 2 4    |        |  |  |  |
| 33   | Brentwood               | 4 23           | 8 20      | 9 15      | 10 20     | 12 23     | 3 19½     | 5 30      | 6 11 20   |           |           | 4 23           |           | 10 18 15  | 0 6       | 10 15 7 33 | 8 45      | 8 30      | 7 6       | 5 0     | 2 9    |        |  |  |  |
| 39   | Romford                 | 4 38           | 8 36      | 9 30      | 10 35     | 12 39     | 3 34½     | 5 45      | 6 29 35   |           |           | 4 38           |           | 10 33 15  | 6 26      | 10 30 7 33 | 8 45      | 8 30      | 7 6       | 5 0     | 2 9    |        |  |  |  |
| 44   | Ilford                  | 4 48           | 8 46      | 9 42      |           | 12 49     | 3 46½     | 5 56      | 6 47 45   |           |           | 4 48           |           | 10 38 31  | 6 31      | 10 35 7 33 | 8 45      | 8 30      | 7 6       | 5 0     | 2 9    |        |  |  |  |
| 46   | Forest Gate             |                | 8 51      | 9 47      |           |           |           | 6 0       | 6 50 7 52 |           |           |                |           | 10 38 31  | 6 31      |            | 9 5       |           |           |         |        |        |  |  |  |
| 47   | Stratford               | 4 54           | 8 15      | 8 59      | 9 55      | 10 50     | 12 58     | 3 56½     | 6 8 7 0   |           |           | 4 54           | 8 15      | 10 48 15  | 6 38      |            | 9 15      | 10 3      | 7 0       | 0 3     | 1 11   |        |  |  |  |
| 50   | Mile End                |                |           |           |           |           |           | 7 10 8 9  |           |           |           |                |           | 10 57 15  | 6 45      |            | 9 25      | 11 0      | 7 6       | 4 2     |        |        |  |  |  |
| 51   | <b>Shoreditch</b> ..... | 5 4            | 8 30      | 9 10      | 10 5      | 11 0      | 1 12      | 4 10      | 6 25      | 7 20 8 20 |           | 5 4            | 8 30      | 11 5      | 1 50      | 6 50       | 8 0       | 9 30      | 11 0      | 7 6     | 4 2    |        |  |  |  |

On Wednesdays the Train marked † stops at Mile End, to take up and set down Passengers. On Sundays, third class carriages are attached to all the trains except the Mail trains. † This Train calls at Ingatestone on Fridays.

† This train starts from Colchester at 6 45 a.m. on Mondays, calling at all the intermediate Stations, except Mile End.

First and Second Class Day Tickets are issued at one and a half Fare. Children under three years of age are conveyed free; above three, and under ten years, half price.

Dogs, for any distance not exceeding twelve miles, 6d.; for greater distances, 3d. for every six miles.

## LONDON AND CROYDON—10½ Miles.

Robert S. Young, London Bridge.

From London Bridge Station every hour, from 8½ a.m. until 10½ p.m.; also extra trains at 2½, 3½, 4½, and 5½ p.m. Sunday Trains, at 8½, 9½, & 10½ a.m., & every hour, from 1½ until 10½ p.m.; also extra trains at 9½, & 10½ a.m., 1½, 2½, & 3½ p.m. From Croydon at 8 a.m., & every hour from 9½ a.m. until 10½ p.m.; also extra trains, which run at 8 50, 9 50, and 10 50 a.m.; 6 50 and 7 50 p.m. On Sundays at 8½, 9½, & 10½ a.m., & every hour from 1½ to 10½ p.m.; also extra trains at 5 50, 6 50, 7 50, 8 50 and 9 50 p.m. Special trains may be had upon application to the Secretary.

Fares from London Bridge.—To or from Croydon, Jolly Sailor, and Anerley, first class, 1s. 3d.; second, 1s.; third, 9d. To or from Sydenham and the Dartmouth Arms, first class, 1s.; second, 9d.; third, 6d. To or from New Cross, 6d., 6d., and 4d.

Annual Tickets to Forest Hill, or Sydenham, £18s. Half-Yearly Tickets, £12. To Anerley, Norwood, or Croydon, £20; Half-Yearly Tickets, £14. Day Tickets to Anerley and Back, 2s., 1s. 6d., 1s.

Supt., Geo. Stephenson.

## STOCKTON AND DARLINGTON.

Sec., Samuel Barnard, Darlington.

Length of Line, Crook to Middlesbrough, 31½ Miles.

Crook to Bishop Auckland, 7 40 and 9 40 a.m.; and 2 30 & 5 40 p.m.; Bishop Auckland to Crook, 8 10 a.m., 1 & 5 p.m. Bishop Auckland to Darlington, 8 20 & 10 30 a.m.; 3 20 mail, & 6 20 p.m. Darlington to Bishop Auckland, 7 40 a.m. 12 15, 4 30, and 7 35 p.m.; Darlington to Stockton, 7 40, 9 a.m. mail, and 11 30 a.m.; 1 50, 4 35 and 7 p.m. Stockton to Darlington, 6 30, 9, and 11 20 a.m.; 1 50, 3 20, and 7 p.m. mails.

Stockton to Middlesbrough, 6½, 8 10, 9½ mail, and 10½ a.m.; 12, 2 20, 3 30, 5 5, 6 50, and 7 35 p.m.

Middlesbrough to Stockton, 6 10, 7 50, 8 40, 10, & 11 a.m.; 1½, 3 mail, 4 50, 5 40 mail, and 7½ p.m.

St. Helens to Darlington, at 7 50 a.m. and 2 40 p.m.

Shildon to St. Helens, at 8 30 a.m. and 4 50 p.m.

A market train leaves Crook at 6, and Bishop Auckland at 6½ a.m., on fortnight Mondays, for Darlington; and every Monday from Darlington at 2½ p.m., for Shildon and Bishop Auckland.

A market coach leaves Bishop Auckland for Crook, on Thursdays, and Saturdays, at 7 p.m.

Sunday Trains.—Darlington to Stockton, 8 40 a.m., mail; Stockton to Darlington, 3 20 p.m. mail; Stockton to Middlesbrough, 9 10 a.m., mail; Middlesbrough to Stockton, 3 p.m., mail; Stockton to Seaton and Hartlepool, 9½ a.m. and 1½ p.m.; Hartlepool and Seaton to Stockton, 1 and ½ p.m.; Darlington to Bishop Auckland, 8 40 a.m.; Bishop Auckland to Darlington, 2 20 p.m.

A third class carriage is attached to the first train from Darlington, and the last from Stockton.

Sec., J. F. Kennell.

## LONDON AND BLACKWALL.

Supt., A. Wightman.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 8 a.m. until 9½ p.m.

FARES.—first class 6d., 2nd class, 4d.

On Sundays the trains cease running from 10½ till 1, being the hours of church service.

## GRAVESEND AND ROCHESTER.

Secretary, F. Collier.

From GRAVESEND—at 7½, 8½, 9½, 10½, 11, and 11½ a.m.; 12 noon; 1½, 1½, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, and 9 p.m. From ROCHESTER—at 7½, 8, 9, 10, 11, and 11½ a.m.; 12 noon; 1½, 1½, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, and 8½ p.m.

MAIDSTONE.—The Wonder Omnibuses leave the Haunch of Venison and New Inn Coach Offices direct for the Rochester Station, at 6, 7½, 9½, & 10½ a.m.; 12 noon; 1, 2, 3½, & 5 p.m.; and from Rochester Station for Maidstone, at 9 & 11 a.m.; 12 noon; 1½, 4, 5, 6, & 7 p.m.

The steamer leaves the Sun Pier, Chatham, fifteen minutes before the departure of each train, to convey passengers to Rochester and returns immediately on the arrival of the trains from Gravesend. FARES.—first class, 9d.; second, 6d.



## NORTHAMPTON AND PETERBOROUGH BRANCH.

| Miles from London. | TO                        | DOWN TRAINS. |       |       |       |       | Sundays |       | FARES        |      |     |  |
|--------------------|---------------------------|--------------|-------|-------|-------|-------|---------|-------|--------------|------|-----|--|
|                    |                           | 1,2,3        | 1 & 2 | Mixed | Mixed | Mixed | 1 & 2   | Mixed | From London. |      |     |  |
|                    |                           | AM.*         | AM.*  | AM.*  | PM.*  | PM.*  | Mail.   | Mail. | 1st          | 2nd  | 3rd |  |
|                    | <b>PETERBOROUGH</b>       |              |       |       |       |       |         |       |              |      |     |  |
|                    | TRAINS LEAVING            |              |       |       |       |       |         |       |              |      |     |  |
|                    | LONDON at                 | 7 30         | 11 0  | 4 0   | 9 0   | 7 30  | 9 0     |       |              |      |     |  |
|                    | BIRMINGHAM                | 7 0          | 10 0  | 4 0   |       |       |         |       |              |      |     |  |
| 67 1/2             | NORTHAMPTON               | 7 45         | 10 35 | 1 10  | 6 32  | 11 25 | 10 35   | 11 25 | 11 6         | 8 6  | 5 3 |  |
| 71 1/2             | Billing Road              | 7 47         | 10 47 |       | 6 39  |       | 10 47   |       |              |      |     |  |
| 74 1/2             | CASTLE ASHBY (White Mill) | 7 55         | 10 55 |       | 6 47  |       | 10 55   |       |              |      |     |  |
| 78 1/2             | WELLINGBOROUGH            | 8 15         | 11 15 | 1 37  | 7 7   | 11 55 | 11 15   | 11 55 | 13 6         | 10 0 | 5 3 |  |
| 80 1/2             | DITCHFORD                 | 8 18         | 11 18 |       | 7 10  | 11 18 |         |       |              |      |     |  |
| 83 1/2             | HIGHAM FERRARS            | 8 29         | 11 29 | 1 48  | 7 21  | 12 6  | 11 29   | 12 6  | 14 0         | 10 6 | 5 3 |  |
| 85 1/2             | RINGSTEAD                 | 8 31         | 11 31 |       | 7 23  | 11 31 |         |       |              |      |     |  |
| 89                 | THRAPSTON                 | 8 50         | 11 47 | 2 2   | 7 39  | 12 22 | 11 50   | 12 22 | 15 0         | 11 0 | 5 6 |  |
| 91 1/2             | THORPE                    | 8 52         | 11 52 |       | 7 41  | 11 52 |         |       |              |      |     |  |
| 94 1/2             | BARNWELL                  | 8 56         | 11 56 |       | 7 45  | 11 56 |         |       |              |      |     |  |
| 97 1/2             | OUNDE                     | 9 13         | 12 13 | 2 22  | 8 2   | 12 40 | 12 13   | 12 40 | 16 0         | 12 0 | 6 0 |  |
| 103 1/2            | WANSFORD (Sibson)         | 9 30         | 12 33 | 3 38  | 8 22  | 12 57 | 12 33   | 12 57 | 17 0         | 12 6 | 6 2 |  |
|                    | STAMFORD (by Coach)       | 10 30        | 1 33  | 3 38  | 9 22  | 1 57  | 1 33    | 1 57  | 19 0         | 14 0 | 7 2 |  |
| 107 1/2            | OVERTON                   | 9 37         | 12 40 |       | 8 29  | 12 40 |         |       |              |      |     |  |
| 110 1/2            | PETERBOROUGH              | 9 50         | 12 50 | 3 0   | 8 45  | 1 15  | 12 50   | 1 15  | 17 0         | 12 6 | 6 3 |  |

  

| Miles from Peterboro. | FROM                      | UP TRAINS. |       |       |       |       | Sundays |       | FARES           |      |      |  |
|-----------------------|---------------------------|------------|-------|-------|-------|-------|---------|-------|-----------------|------|------|--|
|                       |                           | Mixed      | Mixed | Mixed | Mixed | Mixed | Mixed   | Mixed | From Peterboro. |      |      |  |
|                       |                           | A. M.      | A. M. | A. M. | P. M. | P. M. | Mail.   | P. M. | 1st             | 2nd  | 3rd  |  |
|                       | <b>PETERBOROUGH</b>       |            |       |       |       |       |         |       |                 |      |      |  |
|                       | TRAINS LEAVING            |            |       |       |       |       |         |       |                 |      |      |  |
|                       | PETERBOROUGH              | 12 45      | 6 45  | 11 0  | 4 0   | 6 40  | 12 45   | 1 30  |                 |      |      |  |
| 23                    | OVERTON arrival           |            |       |       | 4 3   | 6 44  |         | 1 33  | 1 0             | 0 6  | 0 0  |  |
| 62 1/2                | STAMFORD (by Coach)       | 12 0       | 6 0   | 10 15 | 3 15  | 5 55  | 12 0    | 1 45  | 3 0             | 2 6  | 1 7  |  |
| 13 1/2                | WANSFORD (Sibson)         | 1 0        | 7 0   | 11 15 | 4 15  | 6 53  | 1 0     | 2 0   | 1 0             | 0 9  | 0 7  |  |
| 15 1/2                | OUNDE                     | 1 24       | 7 20  | 11 30 | 4 35  | 7 15  | 1 24    | 2 0   | 2 0             | 1 6  | 1 1  |  |
| 18 1/2                | BARNWELL                  |            | 7 23  |       | 4 38  | 7 19  |         | 2 3   | 2 0             | 2 0  | 1 4  |  |
| 18 1/2                | THORPE                    |            | 7 26  |       | 4 41  | 7 23  |         | 2 3   | 2 0             | 2 0  | 1 4  |  |
| 21 1/2                | THRAPSTON                 | 1 40       | 7 42  | 11 50 | 4 57  | 7 40  | 1 40    | 2 20  | 3 6             | 3 0  | 1 10 |  |
| 24 1/2                | RINGSTEAD                 |            | 7 45  |       | 5 0   | 7 43  |         | 2 23  | 4 0             | 3 0  | 2 1  |  |
| 27 1/2                | HIGHAM FERRARS            | 1 55       | 8 3   | 12 0  | 5 19  | 8 3   | 1 55    | 2 38  | 4 6             | 3 6  | 2 4  |  |
| 29 1/2                | DITCHFORD                 |            | 8 5   |       | 5 21  | 8 5   |         | 2 40  | 5 0             | 4 0  | 2 6  |  |
| 31 1/2                | WELLINGBOROUGH            | 2 5        | 8 15  | 12 15 | 5 35  | 8 15  | 2 5     | 2 50  | 5 6             | 4 0  | 2 8  |  |
| 35 1/2                | CASTLE ASHBY (White Mill) |            | 8 19  |       | 5 39  | 8 19  |         | 2 54  | 6 0             | 4 6  | 3 0  |  |
| 38 1/2                | Billing Road              |            | 8 21  |       | 5 41  | 8 21  |         | 2 56  | 6 6             | 5 0  | 3 3  |  |
| 42 1/2                | NORTHAMPTON               | 2 33       | 8 45  | 12 45 | 5 5   | 8 45  | 2 33    | 3 20  | 7 0             | 5 6  | 3 3  |  |
| 97 1/2                | BIRMINGHAM                |            | 12 35 | 3 25  | 10 0  | 12 50 |         |       | 16 0            | 12 0 | 5 11 |  |
| 110 1/2               | LONDON                    | 5 32       | 11 15 | 3 45  | 8 45  |       | 5 32    | 6 45  | 17 0            | 12 6 | 6 3  |  |

\* Day Tickets at the following reduced fares are issued (to First and Second Class Passengers only) by the Trains marked thus: \*, and are also available for the return journey by the Down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the fares of First and Second Class Passengers travelling either up or down the line on Saturday, and returning on the following Sunday or Monday.

## FARES ON THE LONDON AND BIRMINGHAM RAILWAY.

| FARES                |       | 1st Class.       |       | 2nd Class.           |       | 3rd Class.       |       | FARES FROM  |       | 1st Class.             |       | 2nd Class.       |       | 3rd Class.       |       |
|----------------------|-------|------------------|-------|----------------------|-------|------------------|-------|-------------|-------|------------------------|-------|------------------|-------|------------------|-------|
| FROM LONDON.         |       | Mail & Ex-press. | Mixed | Mail & Ex-press.     | Mixed | Mail & Ex-press. | Mixed | BIRMINGHAM. |       | Ex-press and 1 1/2 pm. | Mixed | Mail & Ex-press. | Mixed | Mail & Ex-press. | Mixed |
| Euston Square        | s. d. | s. d.            | s. d. | s. d.                | s. d. | Lancaster        | s. d. | s. d.       | s. d. | s. d.                  | s. d. | s. d.            | s. d. | s. d.            | s. d. |
| Willesden            | 1 0   | 0 9              | 0 6   | Liverpool            | 4 0   | 3 6              | 2 6   | 1 7         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Sudbury              | 1 6   | 1 0              | 0 8   | Warrington           | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Harrow               | 2 0   | 1 6              | 1 0   | Hartford             | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Pinner               | 2 6   | 1 6              | 1 2   | Crewe                | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Bushey               | 3 0   | 2 0              | 1 4   | Whitmore             | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Watford              | 4 0   | 3 0              | 2 0   | Stafford             | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Kings Langley        | 4 6   | 3 6              | 2 6   | Wolverhampton        | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Boxmoor              | 5 0   | 4 0              | 3 0   | Walsall              | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Berkhamstead         | 5 6   | 4 6              | 3 6   | Birmingham           | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Tring                | 7 0   | 5 6              | 4 0   | Hampton (Dby. Jn.)   | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Cheddington          | 8 0   | 6 6              | 4 6   | Coventry             | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Aylesbury            | 8 6   | 7 0              | 5 0   | Brandon              | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Leighton             | 9 0   | 7 6              | 5 6   | Rugby (Mid. C.J.)    | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Bletchley & F. Stfd. | 9 6   | 8 0              | 6 0   | Crick and Welton     | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Wolverton            | 11 6  | 9 6              | 6 6   | Weedon               | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Road                 | 10 0  | 8 0              | 6 0   | Blisworth            | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Blisworth            | 14 0  | 11 0             | 8 0   | Road                 | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Weedon               | 15 6  | 12 6             | 9 6   | Wolverton            | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Crick (and Welton)   | 13 6  | 9 6              | 6 6   | Bletchley & F. Stfd. | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Rugby (Mid. C.J.)    | 18 6  | 14 6             | 10 6  | Leighton             | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Brandon              | 15 6  | 11 6             | 7 6   | Aylesbury            | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Coventry             | 21 0  | 16 0             | 11 0  | Cheddington          | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Hampton (Dby. Jn.)   | 18 0  | 12 0             | 8 0   | Tring                | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Birmingham           | 25 0  | 20 0             | 14 0  | Berkhamstead         | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Walsall              | 21 0  | 15 0             | 10 0  | Boxmoor              | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Wolverhampton        | 27 9  | 22 6             | 15 9  | Kings Langley        | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Stafford             | 30 6  | 25 0             | 18 0  | Watford              | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Whitmore             | 34 0  | 27 6             | 19 6  | Bushey               | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Crewe                | 38 0  | 29 6             | 21 6  | Pinner               | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Hartford             | 39 0  | 31 0             | 23 0  | Harrow               | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Warrington           | 42 0  | 33 6             | 25 0  | Sudbury              | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Liverpool            | 45 0  | 37 0             | 27 0  | Willesden            | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |
| Chester              | 40 6  | 33 6             | 24 6  | Euston Square        | 6 6   | 5 6              | 3 6   | 2 6         | 10 0  | 9 0                    | 6 0   | 4 0              | 3 0   | 2 0              | 1 0   |

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference. CHILDREN under ten years of age are charged half-price; Children in arms, unable to walk, pass free. A Third Class Carriage will be attached to the 7 a.m. and 6 p.m. Train from Aylesbury, to convey Passengers to the Third Class Up and Down Trains at Tring.

\* Day Tickets at the following reduced fares are issued (to First and Second Class Passengers only) by the Trains marked thus: \*, and are also available for the return journey by the Down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the fares of First and Second Class Passengers travelling either up or down the line on Saturday, and returning on the following Sunday or Monday.

## From BIRMINGHAM to BRISTOL, (London and Birmingham Station.)

| Miles. | Down Trains.                | 1 & 2<br>class.<br>mail. | 2<br>class. | 3<br>class. | 4<br>1,2,3 fr<br>Glostr | 5<br>1 & 2<br>class. | 6<br>1 & 2<br>class.<br>mail. | 7<br>1 & 2<br>class. | 8<br>1 & 2<br>class. | 9<br>1,2,3<br>class. | 10<br>1 & 2<br>class. | 11<br>1st<br>class.<br>Exp. | 12<br>1 & 2<br>class. | FARES<br>From Birmingham. |        |        |
|--------|-----------------------------|--------------------------|-------------|-------------|-------------------------|----------------------|-------------------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------------|-----------------------|---------------------------|--------|--------|
|        | DEPARTURE FROM              | a.m.                     | a.m.        | a.m.        | a.m.                    | a.m.                 | a.m.                          | p.m.                 | p.m.                 | p.m.                 | p.m.                  | p.m.                        | p.m.                  | 1 cls.                    | 2 cls. | 3 cls. |
| 0      | <b>Birmingham</b>           | 1 30                     |             |             | 8 10                    |                      | 11 10                         | 2 10                 |                      | 5 15                 | 6 0                   | 8 0                         |                       | s. d.                     | s. d.  | s. d.  |
| 2      | Camp Hill                   |                          |             | 6 10        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 4      | Moseley                     |                          |             | 6 15        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 6      | Longbridge                  |                          |             | 6 35        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 9      | Barnt Green                 |                          |             | 6 40        | 8 40                    |                      |                               |                      |                      | 5 50                 |                       |                             |                       |                           |        |        |
| 13     | Blackwell                   |                          |             | 6 45        | 8 45                    |                      | 11 50                         | 2 45                 |                      | 6 0                  | 6 30                  |                             |                       |                           |        |        |
| 15     | <b>Bromsgrove</b>           | 2 11                     |             | 6 55        | 8 55                    |                      | 12 0                          | 2 55                 |                      | 6 15                 | 6 40                  | 8 30                        |                       |                           |        |        |
| 17     | Stoke Works                 |                          |             | 7 0         | 9 0                     |                      |                               | 3 1                  |                      | 6 21                 |                       |                             |                       |                           |        |        |
| 20     | <b>Droitwich</b>            | 2 27                     |             | 7 9         | 9 8                     |                      | 12 12                         | 3 10                 |                      | 6 32                 | 6 52                  |                             |                       |                           |        |        |
| 22     | Dunhamstead                 |                          |             | 7 14        |                         |                      |                               |                      |                      | 6 37                 |                       |                             |                       |                           |        |        |
| 26     | <b>Spetchley</b>            | 2 44                     |             | 7 33        | 9 25                    |                      | 12 28                         | 3 25                 |                      | 7 0                  | 7 7                   | 8 55                        |                       |                           |        |        |
| 30     | <b>Worcester</b> { arrival  | 3 16                     |             | 8 5         | 9 57                    |                      | 1 0                           | 3 57                 |                      | 7 32                 | 7 39                  | 9 27                        |                       |                           |        |        |
|        | departure                   | 2 12                     |             | 7 1         | 8 53                    |                      | 11 56                         | 2 53                 |                      |                      | 6 35                  | 8 23                        |                       |                           |        |        |
| 28     | Norton                      |                          |             | 7 38        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 29     | <b>Wadborough</b>           |                          |             | 7 43        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 32     | Besford                     |                          |             | 7 49        |                         |                      |                               |                      |                      |                      |                       |                             |                       |                           |        |        |
| 33     | Defford                     |                          |             | 7 57        | 9 40                    |                      | 12 50                         | 3 45                 |                      |                      | 7 25                  |                             |                       |                           |        |        |
| 34     | Eckington                   |                          |             | 8 3         | 9 45                    |                      | 12 55                         |                      |                      |                      | 7 33                  |                             |                       |                           |        |        |
| 37     | Bredon                      |                          |             | 8 15        | 9 55                    |                      |                               | 3 55                 |                      |                      |                       |                             |                       |                           |        |        |
| 39     | <b>Ashchurch</b>            | 3 24                     |             | 8 25        | 10 0                    |                      | 1 8                           | 4 5                  |                      | 7 55                 |                       |                             |                       |                           |        |        |
| 41     | <b>Tewkesbury</b> { arrival | 3 39                     |             | 8 36        | 10 10                   |                      | 1 14                          | 4 15                 |                      | 8 5                  |                       |                             |                       |                           |        |        |
|        | departure                   | 3 4                      |             | 8 15        | 9 53                    |                      | 12 58                         | 3 56                 |                      | 7 48                 |                       |                             |                       |                           |        |        |
| 43     | Cleeve                      |                          |             | 8 35        |                         |                      |                               |                      |                      | 8 6                  |                       |                             |                       |                           |        |        |
| 46     | <b>Cheltenham</b>           | 3 40                     | 7 20        | 8 52        | 10 18                   | 12 30                | 1 25                          | 4 27                 | 5 25                 | 8 18                 | 9 35                  | 11 35                       |                       |                           |        |        |
| 48     | Badgworth                   |                          |             | 9 0         |                         | 12 40                |                               |                      | 5 30                 |                      |                       |                             |                       |                           |        |        |
| 53     | <b>Gloucester</b> about     | 4 20                     | 7 50        | 9 15        | 10 50                   | 12 45                | 2 5                           | 5 0                  | 5 40                 | 8 45                 | 9 55                  | 11 50                       |                       |                           |        |        |
| 62     | Stonehouse                  | 4 42                     | 8 10        |             |                         |                      | 2 25                          | 5 20                 |                      | 9 5                  |                       |                             |                       |                           |        |        |
| 63     | Procester                   |                          | 8 15        |             | 11 10                   |                      |                               | 5 25                 |                      |                      |                       |                             |                       |                           |        |        |
| 68     | Berkeley Road               | 4 57                     | 8 28        |             | 11 25                   |                      | 2 40                          | 5 35                 |                      | 9 20                 | 10 20                 |                             |                       |                           |        |        |
| 73     | Charfield                   | 5 11                     | 8 40        |             | 11 37                   |                      | 2 52                          | 5 47                 |                      | 9 30                 |                       |                             |                       |                           |        |        |
| 75     | Wickwar                     |                          | 8 45        |             | 11 42                   |                      | 2 57                          | 5 52                 |                      |                      |                       |                             |                       |                           |        |        |
| 80     | Yate                        |                          | 9 56        |             | 11 53                   |                      | 3 8                           | 6 3                  |                      | 9 46                 |                       |                             |                       |                           |        |        |
| 84     | Mangotsfield                |                          | 9 10        |             | 12 5                    |                      | 3 20                          | 6 15                 |                      |                      |                       |                             |                       |                           |        |        |
| 90     | <b>Bristol</b> arrival at   | 5 50                     | 9 30        |             | 12 25                   |                      | 3 40                          | 6 35                 |                      | 10 19                | 11 0                  |                             |                       |                           |        |        |
| 102    | Bath                        |                          | 10 30       |             | 1 10                    |                      | 5 0                           |                      |                      |                      |                       |                             |                       |                           |        |        |
| 123    | Bridgewater                 |                          | 11 29       |             | 4 3                     |                      | 5 25                          | 8 57                 |                      |                      |                       |                             |                       |                           |        |        |
| 135    | Taunton                     |                          | 11 50       |             | 4 23                    |                      | 6 22                          | 9 17                 |                      |                      |                       |                             |                       |                           |        |        |
| 166    | Exeter                      |                          | 1 5         |             | 5 32                    |                      | 7 35                          | 10 5                 |                      |                      |                       |                             |                       |                           |        |        |

Day Tickets to and from every Station.

Fares not Published.

## BRISTOL AND BIRMINGHAM.

## From BRISTOL to BIRMINGHAM, (Great Western Station.)

| Miles. | Up Trains.                  | 1,2,3<br>class. | 1 & 2<br>class. | 2<br>class. | 3<br>class. | 4<br>1 & 2<br>class. | 5<br>1 & 2<br>class. | 6<br>1 & 2<br>class.<br>Mail. | 7<br>1 & 2<br>class. | 8<br>1 & 2<br>class. | 9<br>1st<br>class.<br>Exp. | 10<br>1,2,3<br>class. | 11<br>1 & 2<br>class.<br>Mail. | 12<br>1 & 2<br>class. | FARES.—Day Tickets |            |       |
|--------|-----------------------------|-----------------|-----------------|-------------|-------------|----------------------|----------------------|-------------------------------|----------------------|----------------------|----------------------------|-----------------------|--------------------------------|-----------------------|--------------------|------------|-------|
|        | TRAINS LEAVE                | a.m.            | a.m.            | a.m.        | a.m.        | a.m.                 | a.m.                 | p.m.                          | p.m.                 | p.m.                 | p.m.                       | p.m.                  | p.m.                           | p.m.                  | 1st Class.         | 2nd Class. | s. d. |
| 0      | <b>Bristol</b>              | 6 0             |                 |             | 8 20        |                      | 11 0                 | 1 40                          |                      | 4 30                 | 5 0                        | 6 55                  |                                |                       |                    |            |       |
| 6      | Mangotsfield                |                 |                 |             | 8 35        |                      | 11 10                |                               |                      |                      | 5 16                       |                       |                                |                       |                    |            |       |
| 10     | Yate                        | 6 26            |                 |             | 8 45        |                      | 11 25                | 2 3                           |                      |                      | 5 28                       | 7 20                  |                                |                       |                    |            |       |
| 15     | Wickwar                     |                 |                 |             | 9 0         |                      |                      |                               |                      |                      | 5 40                       |                       |                                |                       |                    |            |       |
| 17     | Charfield                   | 6 45            |                 |             | 9 6         |                      | 11 41                | 2 22                          |                      |                      | 5 50                       | 7 39                  |                                |                       |                    |            |       |
| 22     | Berkeley Road               | 7 0             |                 |             | 9 20        |                      | 11 54                | 2 34                          |                      | 5 0                  | 6 2                        | 7 52                  |                                |                       |                    |            |       |
| 26     | Procester                   |                 |                 |             | 9 33        |                      | 12 6                 |                               |                      |                      | 6 14                       |                       |                                |                       |                    |            |       |
| 28     | Stonehouse                  | 7 15            |                 |             | 9 39        |                      | 12 10                | 2 48                          |                      |                      | 6 26                       | 8 5                   |                                |                       |                    |            |       |
| 37     | <b>Gloucester</b>           | 7 45            | 8 45            | 10 20       | 11 20       | 12 45                | 3 20                 | 4 30                          | 5 35                 | 7 15                 | 8 50                       | 9 30                  |                                |                       |                    |            |       |
| 42     | Badgworth                   |                 | 8 55            |             | 11 30       |                      |                      | 4 40                          |                      |                      | 7 25                       |                       |                                |                       |                    |            |       |
| 44     | <b>Cheltenham</b>           | 8 5             | 9 5             | 10 40       | 11 40       | 1 5                  | 3 45                 | 4 50                          | 5 50                 | 7 35                 | 9 10                       | 9 45                  |                                |                       |                    |            |       |
| 47     | Cleeve                      |                 | 8 10            |             |             |                      |                      |                               |                      | 7 40                 |                            |                       |                                |                       |                    |            |       |
| 51     | <b>Ashchurch</b>            | 8 22            |                 | 11 0        |             | 1 23                 | 4 5                  |                               |                      | 7 53                 | 9 26                       |                       |                                |                       |                    |            |       |
| 53     | <b>Tewkesbury</b> { arrival | 8 32            |                 | 11 10       |             | 1 34                 | 4 15                 |                               |                      | 8 3                  | 9 40                       |                       |                                |                       |                    |            |       |
|        | departure                   | 8 15            |                 | 10 53       |             | 1 17                 | 3 56                 |                               |                      | 7 43                 | 9 20                       |                       |                                |                       |                    |            |       |
| 53     | Bredon                      | 8 27            |                 |             |             | 1 30                 |                      |                               |                      | 7 58                 |                            |                       |                                |                       |                    |            |       |
| 56     | Eckington                   | 8 35            |                 |             |             |                      |                      |                               |                      | 8 5                  |                            |                       |                                |                       |                    |            |       |
| 57     | Defford                     | 8 40            |                 |             |             | 1 42                 |                      |                               |                      | 8 10                 |                            |                       |                                |                       |                    |            |       |
| 58     | Besford                     |                 |                 |             |             |                      |                      |                               |                      | 8 13                 |                            |                       |                                |                       |                    |            |       |
| 61     | Wadborough                  | 8 50            |                 |             |             |                      |                      |                               |                      | 8 19                 |                            |                       |                                |                       |                    |            |       |
| 62     | Norton                      |                 |                 |             |             |                      |                      |                               |                      | 8 29                 |                            |                       |                                |                       |                    |            |       |
| 64     | <b>Spetchley</b>            | 6 45            | 9 0             |             | 11 35       | 2 0                  | 4 35                 |                               | 6 25                 | 8 45                 | 10 6                       |                       |                                |                       |                    |            |       |
| 68     | <b>Worcester</b> { arrival  | 9 32            |                 | 12 7        |             | 2 32                 | 5 7                  |                               | 6 57                 | 9 17                 | 10 38                      |                       |                                |                       |                    |            |       |
|        | departure                   | 6 13            | 8 28            | 11 3        |             | 1 28                 | 4 3                  |                               | 5 53                 | 8 13                 | 9 34                       |                       |                                |                       |                    |            |       |
| 68     | Dunhamstead                 | 7 0             | 9 15            |             | 11 48       | 2 22                 | 4 55                 |                               |                      | 9 10                 | 10 23                      |                       |                                |                       |                    |            |       |
| 70     | <b>Droitwich</b>            | 7 15            | 9 25            |             |             | 2 32                 |                      |                               |                      | 9 20                 |                            |                       |                                |                       |                    |            |       |
| 73     | Stoke Works                 | 7 20            | 9 32            |             | 12 5        | 2 40                 | 5 15                 |                               | 6 50                 | 9 30                 | 10 35                      |                       |                                |                       |                    |            |       |
| 75     | <b>Bromsgrove</b>           | 7 35            | 9 45            |             |             | 2 52                 |                      |                               |                      | 9 45                 |                            |                       |                                |                       |                    |            |       |
| 77     | Blackwell                   |                 |                 |             |             | 3 0                  |                      |                               |                      | 9 51                 |                            |                       |                                |                       |                    |            |       |
| 79     | Barnt Green                 | 7 40            |                 |             |             |                      |                      |                               |                      | 9 55                 |                            |                       |                                |                       |                    |            |       |
| 81     | Longbridge                  |                 |                 |             |             |                      |                      |                               |                      | 10 15                |                            |                       |                                |                       |                    |            |       |
| 86     | Mosley                      |                 |                 |             |             |                      |                      |                               |                      | 10 20                |                            |                       |                                |                       |                    |            |       |
| 88     | Camp-hill                   |                 |                 |             |             |                      |                      |                               |                      | 10 30                | 11 15                      |                       |                                |                       |                    |            |       |
| 90     | <b>Birmingham</b> arriv     | 8 15            | 10 20           |             | 12 55       | 3 35                 | 6 0                  |                               | 7 30                 | 10 30                |                            |                       |                                |                       |                    |            |       |

Night Mail Trains only run on Sundays. \* On Sundays, this train leaves Tewkesbury at 9 5 p.m.

Day tickets to and from every station.—FARES NOT PUBLISHED.

| GRAND JUNCTION |        |                    |                  |            |                  |            |                           |                   |                  |               |                  |                  |                  |            | Treasurer, Thos. Goalen. |                       |                    |          |          |
|----------------|--------|--------------------|------------------|------------|------------------|------------|---------------------------|-------------------|------------------|---------------|------------------|------------------|------------------|------------|--------------------------|-----------------------|--------------------|----------|----------|
| Di.            | Miles. | LONDON             |                  |            |                  |            | TO LIVERPOOL & LANCASTER. |                   |                  |               |                  | Sunday Trains.   |                  |            |                          |                       | Fares from Birm'g. |          |          |
|                |        | p.m. Mail          | a.m. 1 & 2 class | a.m. Mixed | a.m. 1stcl. Mail | a.m. mixed | a.m. 3rdcl. only          | a.m. 1stcl. mixed | p.m. 1 & 2 class | p.m. Ex-press | p.m. mix. 1stcl. | a.m. mix. 1stcl. | a.m. mix. 1stcl. | a.m. Mail. | a.m. Mail.               | By 12 p.m. & Ex-press | 1st Class          | 2nd Cla. | 3rd Cla. |
|                |        | London, Euston Sq. | 8 45             | 6 15       | 6 15             | 8 30       | 10 0                      | 7 0               | 11 0             | 12 30         | 5 0              | 8 45             | 7 15             | 11 37      | 10 0                     |                       | s. d.              | s. d.    | s. d.    |
| 84             |        | Birmingham         | 1 25             | 6          | 11 1/4           | 1          | 1 1/2                     | 3 1/4             | 4 1/4            | 6             | 8 10             | 1 25             | 7 1/4            | 11 1/4     | 1 1/2                    |                       | 0 2                | 0 6      | 0 4      |
| 63             |        | Perry Bar          |                  | 6 9        |                  |            |                           | 3 41              |                  | 6 8           |                  |                  |                  |            |                          |                       | 1 2                | 0 9      | 0 7      |
| 94             |        | Newton Road        |                  | 6 18       |                  |            |                           | 3 53              |                  | 6 17          |                  |                  |                  |            |                          |                       | 1 2                | 0 9      | 0 7      |
| 12             |        | Walsall            | 1 50             | 6 28       | 11 37            | 1 22       | 4 4                       | 4 38              | 6 26             |               |                  | 7 49             | 11 37            |            |                          |                       | 1 2                | 10       | 0 10     |
| 140            |        | Willenhall         |                  | 6 36       |                  | 1 32       | 4 14                      |                   | 6 34             |               |                  |                  |                  |            |                          |                       | 1 2                | 10       | 0 10     |
| 20             |        | Wolverhampton      | 2 0              | 6 45       | 11 52            | 1 40       | 2 13                      | 4 24              | 4 50             | 6 42          | 8 34             | 2 0              | 8 5              | 11 52      | 2 13                     | 2 9                   | 2 6                | 1 9      | 1 3      |
| 214            |        | Four Ashes         |                  | 6 59       |                  |            |                           | 4 43              |                  | 6 55          |                  |                  |                  |            |                          |                       | 3 6                | 2 6      | 1 8      |
| 24             |        | Spread Eagle       |                  | 7 6        |                  |            |                           | 4 51              |                  | 7 2           |                  |                  |                  |            |                          |                       | 4 0                | 2 9      | 1 0      |
| 29             |        | Penkridge          |                  | 7 14       | 12 7             |            |                           | 5 0               | 5 10             | 7 10          |                  |                  |                  |            |                          |                       | 4 6                | 3 0      | 2 0      |
| 35             |        | Stafford           | 2 28             | 7 25       | 12 20            | 2 10       | 2 41                      | 5 17              | 5 24             | 7 22          | 9 3              | 2 28             | 8 30             | 12 17      | 2 41                     | 5 6                   | 5 0                | 4 0      | 2 0      |
| 38             |        | Norton Bridge      |                  | 7 41       |                  | 2 25       |                           | 5 55              |                  | 7 38          |                  |                  |                  |            |                          |                       | 6 0                | 4 6      | 2 11     |
| 41             |        | Whitmore           | 3 0              | 8 2        | 12 55            | 2 49       | 3 14                      | 6 32              | 6 0              | 8 1           |                  | 3 0              | 9 8              | 12 55      | 3 14                     | 9 0                   | 7 6                | 5 6      | 3 8      |
| 40             |        | Madeley            |                  | 8 19       |                  |            |                           | 6 45              |                  | 8 10          |                  |                  |                  |            |                          |                       | 8 0                | 6 0      | 3 0      |
| 51             |        | Basford            |                  | 8 22       |                  |            |                           | 7 31              |                  | 8 22          |                  |                  |                  |            |                          |                       | 9 0                | 7 0      | 4 4      |
| 54             |        | Crewe              | 3 25             | 8 28       | 1 19             | 3 12       | 3 35                      | 7 39              | 6 24             | 8 28          | 9 47             | 3 25             | 9 32             | 1 19       | 3 35                     | 11 0                  | 9 6                | 7 6      | 4 6      |
| 58             |        | Minshull Vernon    |                  | 8 42       |                  |            |                           | 8 1               |                  | 8 42          |                  |                  |                  |            |                          |                       | 10 0               | 8 0      | 4 1      |
| 61             |        | Winsford           |                  | 8 50       |                  | 3 29       |                           | 8 10              |                  | 8 50          |                  |                  |                  |            |                          |                       | 10 6               | 8 0      | 5 2      |
| 72             |        | Hartford           | 3 59             | 9 1        | 1 44             | 3 41       | 3 56                      | 8 24              | 6 51             | 9 1           |                  | 3 59             | 9 57             | 1 44       | 3 56                     | 14 0                  | 11 0               | 9 0      | 5 6      |
| 78             |        | Acton              |                  | 9 9        |                  |            |                           | 8 35              |                  | 9 9           |                  |                  |                  |            |                          |                       | 11 6               | 9 6      | 5 9      |
| 82             |        | Preston Brook      |                  | 9 22       | 2 0              |            |                           | 8 49              |                  | 9 22          |                  |                  |                  |            |                          |                       | 12 6               | 10 0     | 6 1      |
| 76             |        | Moore              |                  | 9 31       |                  |            |                           | 8 58              |                  | 9 31          |                  |                  |                  |            |                          |                       | 13 0               | 10 6     | 6 3      |
| 78             |        | Warrington         | 4 27             | 9 38       | 2 16             | 4 5        | 4 19                      | 9 16              | 7 18             | 9 38          | 10 25            | 4 27             | 10 25            | 2 16       | 4 19                     | 17 0                  | 14 0               | 11 0     | 6 6      |
| 32             |        | Newton Junction    | 4 43             | 9 53       |                  |            |                           | 9 33              |                  | 9 53          |                  | 5 25             | 11 30            | 3 15       | 5 10                     |                       | 14 0               | 11 0     | 6 6      |
| 37             |        | Liverpool          | 5 25             | 10 45      | 3 15             | 5 0        | 5 10                      | 10 30             | 8 15             | 10 45         | 11 10            | 5 25             | 11 30            | 3 15       | 5 10                     | 20 0                  | 17 0               | 13 0     | 8 2      |
| 53             |        | Chester            | 4 21             | 10 6       | 2 42             |            | 4 38                      | 9 30              | 8 21             | 10 6          | 10 35            | 4 21             |                  | 4 38       |                          | 15 6                  | 13 0               | 10 6     | 6 3      |
| 56             |        | Preston            | 5 39             | 12 0       | 3 45             |            |                           |                   |                  |               |                  | 5 39             |                  |            |                          |                       |                    |          |          |
| 63             |        | Lancaster          | 6 34             | 1 0        | 4 45             |            | 6 28                      |                   |                  |               |                  | 6 34             |                  |            | 6 28                     |                       |                    |          |          |

## CHESTER AND CREWE BRANCH—21 Miles in length.

| Miles. |            | STATIONS. | MAIL JOINS FROM LIVERPOOL. |                      |                      |                      |                      |                      |                      |                      |                      |                      | MAIL JOINS FROM MANCHESTER. |                       |                       |                      |                      |                      |                      |                      |                      |                      |                      |                      |                       |                       |                       |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |  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|--------|------------|-----------|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------|-----------------------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|------|-----|------|------|------|-----|------|------|-------|------|-------|-------|------|-----|------|------|----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|        |            |           | From Liverpool.<br>Mixed   | a.m.<br>1st<br>Class | a.m.<br>2nd<br>Class | a.m.<br>3rd<br>Class | a.m.<br>4th<br>Class | a.m.<br>5th<br>Class | a.m.<br>6th<br>Class | a.m.<br>7th<br>Class | a.m.<br>8th<br>Class | a.m.<br>9th<br>Class | a.m.<br>10th<br>Class       | a.m.<br>11th<br>Class | a.m.<br>12th<br>Class | a.m.<br>1st<br>Class | a.m.<br>2nd<br>Class | a.m.<br>3rd<br>Class | a.m.<br>4th<br>Class | a.m.<br>5th<br>Class | a.m.<br>6th<br>Class | a.m.<br>7th<br>Class | a.m.<br>8th<br>Class | a.m.<br>9th<br>Class | a.m.<br>10th<br>Class | a.m.<br>11th<br>Class | a.m.<br>12th<br>Class |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |   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   |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |   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   |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |       |       |      |     |      |      |      |     |      |      |      |     |      |      |       |      |
| 15     | Birkenhead | 6 0       | 8 15                       | 9 45                 | 10 30                | 11 45                | 12 30                | 1 15                 | 2 0                  | 2 45                 | 3 30                 | 4 15                 | 5 0                         | 5 45                  | 6 30                  | 7 15                 | 8 0                  | 8 45                 | 9 30                 | 10 15                | 11 0                 | 11 45                | 12 30                | 1 15                 | 2 0                   | 2 45                  | 3 30                  | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 | 11 45 | 12 30 | 1 15 | 2 0 | 2 45 | 3 30 | 4 15 | 5 0 | 5 45 | 6 30 | 7 15 | 8 0 | 8 45 | 9 30 | 10 15 | 11 0 |

Mail trains only run on Sundays.

Fares, Chester to Crewe, 4s.—5s.—1s. 9d.—Manchester to Chester, 8s. 6d.—9s.—1s. 6d.

Secretary, Henry Booth.  
Engrs., J. Locke & R. S. Norris.

## GRAND JUNCTION.

Suprs. of Goods S. Eborall, Birmingham.  
B. Poole, Liverpool.

| Distance from Liverpool |                  | LANCASTER AND LIVERPOOL TO Birmingham and LONDON. |                  |              |            |              |             |              |             |           |                  | Sunday Trains<br>Stop at 1st C. stns. only |             |             |              |                             |            |            |            | FARES.<br>From Liverpool. |  |  |  |  |  |  |  |
|-------------------------|------------------|---------------------------------------------------|------------------|--------------|------------|--------------|-------------|--------------|-------------|-----------|------------------|--------------------------------------------|-------------|-------------|--------------|-----------------------------|------------|------------|------------|---------------------------|--|--|--|--|--|--|--|
|                         |                  | 4 1/4 a.m.                                        | 4 a.m.           | 7 a.m.       | 9 1/4 a.m. | 9 20 a.n.    | 1 p.m.      | 4 1/4 p.m.   | 2 1/2 p.m.  | 6 55 n.m. | a.m. 9 1/4       | 11 6 55                                    | 4 1/4 a.m.  | 9 1/4 a.m.  | 11 6 55 p.m. | 9 1/4 a.m. & Express Train. | 1st Class. | 2nd Class. | 3rd class. |                           |  |  |  |  |  |  |  |
| Miles.                  | Trains Leave     | Mail                                              | 1st & 2nd Class. | Third Class. | Only.      | First Class. | Mixed Mail. | First Class. | Mixed Mail. | Express.  | 1st & 2nd Class. | Mixed Mail.                                | Mixed Mail. | Mixed Mail. |              | s. d.                       | s. d.      | s. d.      | s. d.      |                           |  |  |  |  |  |  |  |
|                         | Lancaster        | 4 15                                              | ..               | ..           | ..         | 9 20         | ..          | ..           | 2 30        | 6 55      | 4 15             | ..                                         | ..          | 6 55        | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
|                         | Preston          | 5 10                                              | ..               | ..           | ..         | 10 20        | ..          | ..           | 3 40        | 7 53      | 5 10             | ..                                         | ..          | 7 53        | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
|                         | L'pool, Lime-st. | 6                                                 | 6 15             | 7 0          | 9 1/4      | 11 1 0       | 4 1/4       | 5            | 8 1/4       | ..        | ..               | ..                                         | ..          | 8 1/4       | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
|                         | Parkside         | ..                                                | ..               | ..           | ..         | ..           | ..          | ..           | ..          | ..        | ..               | ..                                         | ..          | ..          | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
| 15 1/2                  | Newton Junction  | ..                                                | 6 53             | 8 16         | 9 42       | ..           | 1 30        | 5 42         | ..          | ..        | 9 42             | ..                                         | ..          | ..          | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
| 14 1/2                  | Warrington       | 6 39                                              | 7 6              | 8 38         | 9 59       | 11 47        | 1 47        | 5 7          | 5 57        | 9 2       | 6 39             | 9 59                                       | 11 47       | 9 2         | 3 6          | 3 0                         | 2 6        | 1 11       |            |                           |  |  |  |  |  |  |  |
| 22 1/2                  | Moore            | ..                                                | 7 15             | 8 52         | ..         | ..           | ..          | ..           | 6 7         | ..        | ..               | ..                                         | ..          | ..          | ..           | 4 0                         | 3 6        | 2 2        |            |                           |  |  |  |  |  |  |  |
| 25                      | Preston Brook    | ..                                                | 7 21             | 9 3          | ..         | ..           | 2 0         | ..           | 6 14        | ..        | ..               | ..                                         | ..          | ..          | ..           | 5 0                         | 4 6        | 2 6        |            |                           |  |  |  |  |  |  |  |
| 29 1/2                  | Acton            | ..                                                | 7 32             | 9 22         | ..         | ..           | ..          | ..           | 6 25        | ..        | ..               | ..                                         | ..          | ..          | ..           | ..                          | ..         | ..         |            |                           |  |  |  |  |  |  |  |
| 31 1/2                  | Hartford         | ..                                                | 7 41             | 9 36         | 10 28      | 12 21        | 2 18        | ..           | 6 33        | 9 36      | ..               | 10 28                                      | 12 21       | 9 36        | 6 0          | 5 6                         | 5 0        | 2 8        |            |                           |  |  |  |  |  |  |  |
| 36 1/2                  | Winsford         | ..                                                | 7 54             | 9 56         | ..         | ..           | 2 28        | ..           | 6 47        | ..        | ..               | ..                                         | ..          | ..          | ..           | 6 6                         | 6 0        | 3 1        |            |                           |  |  |  |  |  |  |  |
| 38 1/2                  | Minshull Vernon  | ..                                                | 8 10             | 10 9         | ..         | ..           | ..          | ..           | 6 53        | ..        | ..               | ..                                         | ..          | ..          | ..           | 7 0                         | 6 6        | 3 3        |            |                           |  |  |  |  |  |  |  |
| 43 1/2                  | Crewe            | 7 23                                              | 8 10             | 10 30        | 10 53      | 12 47        | 2 47        | 5 50         | 7 3         | 10 2      | 7 23             | 10 53                                      | 12 47       | 10 2        | 9 0          | 7 6                         | 7 0        | 3 8        |            |                           |  |  |  |  |  |  |  |
| 46                      | Basford          | ..                                                | 8 26             | 10 50        | ..         | ..           | ..          | ..           | 7 13        | ..        | ..               | ..                                         | ..          | ..          | ..           | 8 0                         | 7 6        | 3 11       |            |                           |  |  |  |  |  |  |  |
| 51 1/2                  | Madeley          | ..                                                | 8 44             | 11 18        | ..         | ..           | ..          | ..           | 7 37        | ..        | ..               | ..                                         | ..          | ..          | ..           | 9 0                         | 8 0        | 4 4        |            |                           |  |  |  |  |  |  |  |
| 54 1/2                  | Whitmore         | 7 51                                              | 8 51             | 11 37        | 11 30      | 1 27         | 3 24        | ..           | 7 45        | 10 42     | 7 51             | 11 30                                      | 1 27        | 10 42       | 11 6         | 10 0                        | 8 6        | 4 4        |            |                           |  |  |  |  |  |  |  |
| 62 1/2                  | Norton Bridge    | ..                                                | 9 10             | 12 0         | ..         | ..           | 3 44        | ..           | 8 4         | ..        | ..               | ..                                         | ..          | ..          | ..           | 12 0                        | 9 0        | 5 3        |            |                           |  |  |  |  |  |  |  |
| 68 1/2                  | Stafford         | 8 15                                              | 9 23             | 12 16        | 12 0       | 1 57         | 4 0         | 6 35         | 8 18        | 11 12     | 8 15             | 12 0                                       | 1 57        | 11 12       | 15 0         | 12 6                        | 9 6        | 5 9        |            |                           |  |  |  |  |  |  |  |
| 78 1/2                  | Penkridge        | ..                                                | 9 38             | 12 32        | ..         | ..           | 4 12        | ..           | 8 33        | ..        | ..               | ..                                         | ..          | ..          | ..           | 13 0                        | 10 0       | 6 2        |            |                           |  |  |  |  |  |  |  |
| 76                      | Spread Eagle     | ..                                                | 9 46             | 12 40        | ..         | ..           | ..          | ..           | 8 41        | ..        | ..               | ..                                         | ..          | ..          | ..           | 13 6                        | 10 6       | 6 5        |            |                           |  |  |  |  |  |  |  |
| 77 1/2                  | Four Ashes       | ..                                                | 9 50             | 12 47        | ..         | ..           | ..          | ..           | 8 47        | ..        | ..               | ..                                         | ..          | ..          | ..           | 14 0                        | 11 0       | 6 6        |            |                           |  |  |  |  |  |  |  |
| 88                      | Wolverhampton    | 8 41                                              | 10 41            | 1 0          | 12 35      | 2 34         | 4 37        | 7 2          | 9 2         | 11 48     | 8 41             | 12 35                                      | 2 36        | 11 51       | 17 6         | 14 6                        | 11 6       | 7 0        |            |                           |  |  |  |  |  |  |  |
| 85 1/2                  | Willenhall       | ..                                                | 10 16            | 1 13         | ..         | ..           | 4 46        | ..           | 9 14        | ..        | ..               | ..                                         | ..          | ..          | ..           | 15 0                        | 11 9       | 7 2        |            |                           |  |  |  |  |  |  |  |
| 88                      | Walsall          | 8 51                                              | 10 18            | 1 17         | ..         | 2 49         | 4 52        | ..           | 9 17        | 11 55     | 8 51             | ..                                         | ..          | ..          | ..           | 15 6                        | 12 0       | 7 5        |            |                           |  |  |  |  |  |  |  |
| 90 1/2                  | New Road         | ..                                                | 10 27            | 1 26         | ..         | ..           | ..          | ..           | 9 26        | ..        | ..               | ..                                         | ..          | ..          | ..           | 16 0                        | 12 3       | 7 7        |            |                           |  |  |  |  |  |  |  |
| 94 1/2                  | Perry Bar        | ..                                                | 10 38            | 1 39         | ..         | ..           | ..          | ..           | 9 37        | ..        | ..               | ..                                         | ..          | ..          | ..           | 16 6                        | 12 6       | 7 11       |            |                           |  |  |  |  |  |  |  |
| 97 1/2                  | Birmingham       | 9 20                                              | 11 0             | 2 0          | 1 15       | 3 20         | 5 30        | 7 35         | 10 0        | 12 36     | 9 20             | 1 15                                       | 3 20        | 12 36       | 20 0         | 17 0                        | 13 0       | 8 2        |            |                           |  |  |  |  |  |  |  |
| 210                     | London           | 1 0                                               | 5 0              | 8 45         | 6 0        | 8 45         | 10 15       | 11 0         | ..          | 5 32      | 1 30             | 6 45                                       | ..          | 5 32        | 45 0         | 37 0                        | 23 0       | 17         |            |                           |  |  |  |  |  |  |  |

Engr., R. S. Norris,  
Liverpool.

# GRAND JUNCTION.—Liverpool and Manchester.

Supt. of Goods, B. Poole,  
Liverpool.

| Dis-<br>tances. | TO<br>MANCHESTR  | SUNDAY TRAINS.   |                                |                       |              |                       |                                 |              |                               |                       |                                 |                       |                                 |                       |                                 |                       |                                 |                       |                                 |
|-----------------|------------------|------------------|--------------------------------|-----------------------|--------------|-----------------------|---------------------------------|--------------|-------------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|-----------------------|---------------------------------|
|                 |                  | 1, 2, 3<br>class | stop-<br>ping<br>1, 2<br>class | n. v.<br>1st<br>class | Ex-<br>press | n. v.<br>1st<br>class | stop-<br>ping<br>1 & 2<br>class | Ex-<br>press | stop-<br>ping<br>3rd<br>class | n. v.<br>2nd<br>class | stop-<br>ping<br>1 & 2<br>class | n. v.<br>1st<br>class | stop-<br>ping<br>1 & 2<br>class | n. v.<br>1st<br>class | stop-<br>ping<br>1 & 2<br>class | n. v.<br>1st<br>class | stop-<br>ping<br>1 & 2<br>class | n. v.<br>1st<br>class | stop-<br>ping<br>1 & 2<br>class |
|                 |                  | a.m.             | a.m.                           | a.m.                  | a.m.         | a.m.                  | a.m.                            | a.m.         | a.m.                          | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            |
| Mis.            | LEAVE            | a.m.             | a.m.                           | a.m.                  | a.m.         | a.m.                  | a.m.                            | a.m.         | a.m.                          | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            | a.m.                  | a.m.                            |
| 3 1/2           | Liverpool        | 6 45             | 7 15                           | 8 0                   | 9 0          | 10 15                 | 10 30                           | 11 45        | 12 30                         | 1 30                  | 2 30                            | 3 35                  | 4 15                            | 5 20                  | 6 30                            | 7 45                  | 8 30                            | 9 15                  | 10 0                            |
| 5 1/2           | Broad Green      | 6 50             | 7 35                           | 8 30                  | 9 30         | 10 45                 | 11 00                           | 12 15        | 1 00                          | 2 00                  | 3 05                            | 3 45                  | 4 25                            | 5 30                  | 6 40                            | 7 55                  | 8 40                            | 9 25                  | 10 10                           |
| 5 3/4           | Roby             | 6 50             | 7 35                           | 8 30                  | 9 30         | 10 45                 | 11 00                           | 12 15        | 1 00                          | 2 00                  | 3 05                            | 3 45                  | 4 25                            | 5 30                  | 6 40                            | 7 55                  | 8 40                            | 9 25                  | 10 10                           |
| 5 3/4           | Huyton           | 7 00             | 7 45                           | 8 40                  | 9 40         | 10 55                 | 11 10                           | 12 25        | 1 10                          | 2 10                  | 3 15                            | 3 55                  | 4 35                            | 5 40                  | 6 50                            | 8 05                  | 8 50                            | 9 35                  | 10 20                           |
| 6 1/4           | Huyton Quarry    | 7 10             | 7 55                           | 8 50                  | 9 50         | 11 05                 | 11 20                           | 12 35        | 1 20                          | 2 20                  | 3 25                            | 4 05                  | 4 45                            | 5 50                  | 7 00                            | 8 15                  | 9 00                            | 9 45                  | 10 30                           |
| 9               | Rainhill         | 7 15             | 8 00                           | 8 55                  | 9 55         | 11 10                 | 11 25                           | 12 40        | 1 25                          | 2 25                  | 3 30                            | 4 10                  | 4 50                            | 6 00                  | 7 15                            | 8 30                  | 9 15                            | 10 00                 | 10 45                           |
| 10 1/2          | Sutton           | 7 20             | 8 05                           | 9 00                  | 10 00        | 11 15                 | 11 30                           | 12 45        | 1 30                          | 2 30                  | 3 35                            | 4 15                  | 4 55                            | 6 05                  | 7 20                            | 8 35                  | 9 20                            | 10 05                 | 10 50                           |
| 11 1/2          | St. Helens Junc. | 7 25             | 8 10                           | 9 05                  | 10 05        | 11 20                 | 11 35                           | 12 50        | 1 35                          | 2 35                  | 3 40                            | 4 20                  | 5 00                            | 6 10                  | 7 25                            | 8 40                  | 9 25                            | 10 10                 | 10 55                           |
| 13 1/2          | Collins Green    | 7 30             | 8 15                           | 9 10                  | 10 10        | 11 25                 | 11 40                           | 12 55        | 1 40                          | 2 40                  | 3 45                            | 4 25                  | 5 05                            | 6 15                  | 7 30                            | 8 45                  | 9 30                            | 10 15                 | 11 00                           |
| 14 1/2          | Warrington Junc. | 7 35             | 8 20                           | 9 15                  | 10 15        | 11 30                 | 11 45                           | 13 00        | 1 45                          | 2 45                  | 3 50                            | 4 30                  | 5 10                            | 6 20                  | 7 35                            | 8 50                  | 9 35                            | 10 20                 | 11 05                           |
| 15 1/2          | Newton           | 7 40             | 8 25                           | 9 20                  | 10 20        | 11 35                 | 11 50                           | 13 05        | 1 50                          | 2 50                  | 3 55                            | 4 35                  | 5 15                            | 6 25                  | 7 40                            | 8 55                  | 9 40                            | 10 25                 | 11 10                           |
| 16 1/2          | Parkside         | 7 45             | 8 30                           | 9 25                  | 10 25        | 11 40                 | 11 55                           | 13 10        | 1 55                          | 2 55                  | 4 00                            | 4 40                  | 5 20                            | 6 30                  | 7 45                            | 9 00                  | 9 45                            | 10 30                 | 11 15                           |
| 18 1/2          | Kenyon Junction  | 7 50             | 8 35                           | 9 30                  | 10 30        | 11 45                 | 12 00                           | 13 15        | 2 00                          | 3 00                  | 4 05                            | 4 45                  | 5 25                            | 6 35                  | 7 50                            | 9 05                  | 9 50                            | 10 35                 | 11 20                           |
| 20 1/2          | Bury Lane        | 7 55             | 8 40                           | 9 35                  | 10 35        | 11 50                 | 12 05                           | 13 20        | 2 05                          | 3 05                  | 4 10                            | 4 50                  | 5 30                            | 6 40                  | 7 55                            | 9 10                  | 9 55                            | 10 40                 | 11 25                           |
| 23              | Astley           | 8 00             | 8 45                           | 9 40                  | 10 40        | 12 00                 | 12 15                           | 13 30        | 2 10                          | 3 10                  | 4 15                            | 4 55                  | 5 35                            | 6 45                  | 8 00                            | 9 15                  | 10 00                           | 10 45                 | 11 30                           |
| 23 1/2          | Barton Moss      | 8 05             | 8 50                           | 9 45                  | 10 45        | 12 05                 | 12 20                           | 13 35        | 2 15                          | 3 15                  | 4 20                            | 5 00                  | 5 40                            | 6 50                  | 8 05                            | 9 20                  | 10 05                           | 10 50                 | 11 35                           |
| 24 1/2          | Patricroft       | 8 10             | 8 55                           | 9 50                  | 10 50        | 12 10                 | 12 25                           | 13 40        | 2 20                          | 3 20                  | 4 25                            | 5 05                  | 5 45                            | 6 55                  | 8 10                            | 9 25                  | 10 10                           | 10 55                 | 11 40                           |
| 24 3/4          | Eccles           | 8 15             | 9 00                           | 9 55                  | 10 55        | 12 15                 | 12 30                           | 13 45        | 2 25                          | 3 25                  | 4 30                            | 5 10                  | 5 50                            | 7 00                  | 8 15                            | 9 30                  | 10 15                           | 11 00                 | 11 45                           |
| 28 1/2          | Weaste Lane      | 8 20             | 9 05                           | 10 00                 | 11 00        | 12 20                 | 12 35                           | 13 50        | 2 30                          | 3 30                  | 4 35                            | 5 15                  | 5 55                            | 7 05                  | 8 20                            | 9 35                  | 10 20                           | 11 05                 | 11 50                           |
| 29 1/2          | Cross Lane       | 8 25             | 9 10                           | 10 05                 | 11 05        | 12 25                 | 12 40                           | 14 00        | 2 35                          | 3 35                  | 4 40                            | 5 20                  | 6 00                            | 7 10                  | 8 25                            | 9 40                  | 10 25                           | 11 10                 | 11 55                           |
| 31 1/2          | Manchester       | 8 30             | 9 15                           | 10 10                 | 11 10        | 12 30                 | 12 45                           | 14 05        | 2 40                          | 3 40                  | 4 45                            | 5 25                  | 6 05                            | 7 15                  | 8 30                            | 9 45                  | 10 30                           | 11 15                 | 12 00                           |

N.B.—By the Trains marked N.U., being especially North Union Trains, the passengers for Manchester or Liverpool will be detained unavoidably at Parkside till the arrival of the trains from Preston. These trains cannot stop at road-side stations except for passengers going north.  
\* By Nos. 2 on Sundays up and down, third class passengers are booked for road-side stations, but not for Liverpool or Manchester. By Nos. 4 up and down, third class passengers are booked for Liverpool or Manchester only.

## From Warrington to Manchester.

At 2 16 and 4 19 p.m. mails mix'd; 7 30, 8, 9, 30 a.m. and 8 p.m. mixed.  
On Sundays, 2 16 and 4 19 p.m. mails, mixed; 8 a.m. mixed.

## From Manchester to Warrington.

At 11 a.m., 1 23 & 8 3 p.m. mails, mixed; 7 1 a.m. & 5 p.m. mixed. On SUNDAYS, 11 a.m., and 8 2 p.m. mails, mixed; 7 3 a.m. mixed. FARE, 3s., 2nd class.

## TO FLEETWOOD, BLACKPOOL, & LYTHAM.

### From Liverpool.

8 0 a.m. .... mixed. | 1 30 p.m. .... mixed. | 3 35 p.m. .... mixed.  
On Sundays at 8 a.m., mixed.

FARES.—From Liverpool or Manchester to Fleetwood first class, 10s., second class, 6s. 6d.; to Blackpool, 9s. 6d., 6s. 3d.; to Poulton, 9s. and 6s.; to Lytham, 8s. 6d., and 5s. 6d.; to Kirkham, 7s. 6d. and 5s.

### From Liverpool.

8 0 a.m. .... mixed. | 1 30 p.m. .... mixed. | 6 0 p.m. .... mixed.  
10 15 a.m. .... first class. | 3 35 p.m. .... ditto.

## TO LANCASTER.

### From Manchester.

8 15 a.m. .... mixed. | 1 45 p.m. .... mixed. | 6 15 p.m. .... mixed.  
10 30 a.m. .... first class. | 3 50 p.m. .... ditto.

FARES.—From Liverpool or Manchester, first class, 11s. 6d., second class, 7s. 6d.

Sec., H. Booth, Liverpool.

# GRAND JUNCTION.—Liverpool and Manchester.

Gen. Mangr., Capt. M. Hulish.

| Dis-<br>tances. | MANCHESTER<br>TO<br>LIVERPOOL. | Sunday Trains.   |                                |                       |              |                               |                       |               |                                 |                       |              |                                 |                       |              |                                 |                       |                               |                                 |                |                  |                |              |              |                |
|-----------------|--------------------------------|------------------|--------------------------------|-----------------------|--------------|-------------------------------|-----------------------|---------------|---------------------------------|-----------------------|--------------|---------------------------------|-----------------------|--------------|---------------------------------|-----------------------|-------------------------------|---------------------------------|----------------|------------------|----------------|--------------|--------------|----------------|
|                 |                                | 1, 2, 3<br>class | stop-<br>ping<br>1, 2<br>class | n. v.<br>1st<br>class | 1st<br>class | stop-<br>ping<br>3rd<br>class | n. v.<br>1st<br>class | Ex-<br>press. | stop-<br>ping<br>1 & 2<br>class | n. v.<br>2nd<br>class | Ex-<br>press | stop-<br>ping<br>1 & 2<br>class | n. v.<br>1st<br>class | 1st<br>class | stop-<br>ping<br>1 & 2<br>class | n. v.<br>2nd<br>class | stop-<br>ping<br>3rd<br>class | stop-<br>ping<br>1 & 2<br>class | 2 & 3<br>class | 1, 2, 3<br>class | 1 & 2<br>class | 1st<br>class | 2nd<br>class | 1 & 2<br>class |
|                 |                                | a.m.             | a.m.                           | a.m.                  | a.m.         | a.m.                          | a.m.                  | a.m.          | a.m.                            | a.m.                  | a.m.         | a.m.                            | a.m.                  | a.m.         | a.m.                            | a.m.                  | a.m.                          | a.m.                            | a.m.           | a.m.             | a.m.           | a.m.         | a.m.         | a.m.           |
| Mis.            | LEAVE                          | a.m.             | a.m.                           | a.m.                  | a.m.         | a.m.                          | a.m.                  | a.m.          | a.m.                            | a.m.                  | a.m.         | a.m.                            | a.m.                  | a.m.         | a.m.                            | a.m.                  | a.m.                          | a.m.                            | a.m.           | a.m.             | a.m.           | a.m.         | a.m.         | a.m.           |
|                 | Manchester...                  | 6 30             | 7 15                           | 8 15                  | 9 0          | 10 0                          | 10 30                 | 11 15         | 12 15                           | 1 45                  | 2 0          | 2 45                            | 3 50                  | 5 0          | 5 30                            | 6 15                  | 7 30                          | 8 20                            | 9 30           | 10 30            | 11 30          | 12 30        | 1 30         | 2 30           |
| 12              | Cross-lane, arrival            | 6 40             | 7 25                           | 8 25                  | 9 10         | 10 10                         | 10 40                 | 11 25         | 12 25                           | 1 49                  | 2 0          | 2 51                            | 3 54                  | 5 0          | 5 36                            | 6 19                  | 7 40                          | 8 30                            | 9 40           | 10 40            | 11 40          | 12 40        | 1 40         | 2 40           |
| 3               | Weaste Lane                    | 6 44             | 7 28                           | 8 28                  | 9 13         | 10 13                         | 10 43                 | 11 28         | 12 28                           | 1 52                  | 2 0          | 2 53                            | 3 57                  | 5 0          | 5 40                            | 6 23                  | 7 44                          | 8 34                            | 9 44           | 10 44            | 11 44          | 12 44        | 1 44         | 2 44           |
| 4               | Eccles                         | 6 47             | 7 32                           | 8 32                  | 9 17         | 10 17                         | 10 47                 | 11 32         | 12 32                           | 1 55                  | 2 0          | 2 56                            | 3 59                  | 5 0          | 5 43                            | 6 26                  | 7 47                          | 8 37                            | 9 47           | 10 47            | 11 47          | 12 47        | 1 47         | 2 47           |
| 5               | Patricroft                     | 6 49             | 7 34                           | 8 34                  | 9 19         | 10 19                         | 10 49                 | 11 34         | 12 34                           | 1 57                  | 2 0          | 2 58                            | 4 0                   | 5 0          | 5 47                            | 6 30                  | 7 51                          | 8 41                            | 9 51           | 10 51            | 11 51          | 12 51        | 1 51         | 2 51           |
| 7 1/2           | Barton Moss                    | 6 58             | 7 43                           | 8 43                  | 9 28         | 10 28                         | 10 58                 | 11 43         | 12 43                           | 2 0                   | 2 1          | 3 11                            | 4 1                   | 5 0          | 5 52                            | 6 35                  | 7 56                          | 8 46                            | 9 56           | 10 56            | 11 56          | 12 56        | 1 56         | 2 56           |
| 8 1/2           | Astley                         | 7 07             | 7 52                           | 8 52                  | 9 37         | 10 37                         | 11 07                 | 11 52         | 12 52                           | 2 2                   | 2 3          | 3 14                            | 4 3                   | 5 0          | 5 55                            | 6 38                  | 7 59                          | 8 49                            | 9 59           | 10 59            | 11 59          | 12 59        | 1 59         | 2 59           |
| 10 1/2          | Bury Lane                      | 7 17             | 8 02                           | 9 02                  | 9 47         | 10 47                         | 11 17                 | 12 02         | 13 02                           | 2 4                   | 2 5          | 3 24                            | 4 5                   | 5 0          | 5 59                            | 6 42                  | 8 03                          | 8 53                            | 10 03          | 11 03            | 12 03          | 1 03         | 2 03         | 3 03           |
| 12 1/2          | Kenyon Junction                | 7 18             | 8 03                           | 9 03                  | 9 48         | 10 48                         | 11 18                 | 12 03         | 13 03                           | 2 4                   | 2 5          | 3 24                            | 4 9                   | 5 0          | 6 0                             | 6 44                  | 8 05                          | 8 55                            | 10 05          | 11 05            | 12 05          | 1 05         | 2 05         | 3 05           |
| 15              | Parkside                       | 7 23             | 8 08                           | 9 08                  | 9 53         | 10 53                         | 11 23                 | 12 08         | 13 08                           | 2 5                   | 3 0          | 3 34                            | 4 24                  | 5 0          | 6 7                             | 6 49                  | 8 10                          | 9 0                             | 10 10          | 11 10            | 12 10          | 1 10         | 2 10         | 3 10           |
| 15 1/2          | Newton                         | 7 27             | 8 12                           | 9 12                  | 9 57         | 10 57                         | 11 27                 | 12 12         | 13 12                           | 2 9                   | 3 0          | 3 40                            | 4 30                  | 5 0          | 6 32                            | 7 20                  | 8 41                          | 9 31                            | 10 41          | 11 41            | 12 41          | 1 41         | 2 41         | 3 41           |
| 16 1/2          | Warrington Junc.               | 7 31             | 8 16                           | 9 16                  | 10 01        | 11 01                         | 11 31                 | 12 16         | 13 16                           | 2 13                  | 3 0          | 3 43                            | 4 33                  | 5 0          | 6 23                            | 7 11                  | 8 32                          | 9 22                            | 10 32          | 11 32            | 12 32          | 1 32         | 2 32         | 3 32           |
| 18              | Collins Green                  | 7 36             | 8 21                           | 9 21                  | 10 06        | 11 06                         | 11 36                 | 12 21         | 13 21                           | 2 17                  | 3 0          | 3 47                            | 4 37                  | 5 0          | 6 28                            | 7 16                  | 8 37                          | 9 27                            | 10 37          | 11 37            | 12 37          | 1 37         | 2 37         | 3 37           |
| 19 1/2          | St. Helen's Junc.              | 7 41             | 8 26                           | 9 26                  | 10 11        | 11 11                         | 11 41                 | 12 26         | 13 26                           | 2 20                  | 3 0          | 3 53                            | 4 43                  | 5 0          | 6 32                            | 7 20                  | 8 41                          | 9 31                            | 10 41          | 11 41            | 12 41          | 1 41         | 2 41         | 3 41           |
| 21 1/2          | Sutton                         | 7 52             | 8 37                           | 9 37                  | 10 22        | 11 22                         | 11 52                 | 12 37         | 13 37                           | 2 28                  | 3 0          | 3 58                            | 4 48                  | 5 0          | 6 40                            | 7 52                  | 8 53                          | 9 53                            | 10 53          | 11 53            | 12 53          | 1 53         | 2 53         | 3 53           |
| 22 1/2          | Rainhill                       | 7 57             | 8 42                           | 9 42                  | 10 27        | 11 27                         | 11 57                 | 12 42         | 13 42                           | 2 3                   | 3 0          | 4 3                             | 5 23                  | 5 0          | 6 46                            | 7 59                  | 9 0                           | 10 0                            | 11 0           | 12 0             | 1 0            | 2 0          | 3 0          | 4 0            |
| 25              | Huyton Quarry                  | 8 08             | 8 43                           | 9 43                  | 10 28        | 11 28                         | 11 58                 | 12 43         | 13 43                           | 2 12                  | 3 0          | 4 12                            | 5 0                   | 5 0          | 6 56                            | 8 6                   | 9 6                           | 10 6                            | 11 6           | 12 6             | 1 6            | 2 6          | 3 6          | 4 6            |
| 25 1/2          | Huyton                         | 8 14             | 8 49                           | 9 49                  | 10 34        | 11 34                         | 12 04                 | 12 49         | 13 49                           | 2 14                  | 3 0          | 4 14                            | 5 0                   | 5 0          | 6 59                            | 8 14                  | 9 28                          | 10 28                           | 11 28          | 12 28            | 1 28           | 2 28         | 3 28         | 4 28           |
| 26 1/2          | Roby                           | 8 18             | 8 53                           | 9 53                  | 10 38        | 11 38                         | 12 08                 | 12 53         | 13 53                           | 2 18                  | 3 0          | 4 18                            | 5 0                   | 5 0          | 7 1                             | 8 18                  | 9 18                          | 10 18                           | 11 18          | 12 18            | 1 18           | 2 18         | 3 18         | 4 18           |
| 28              | Broad Green                    | 8 28             | 9 03                           | 10 03                 | 10 48        | 11 48                         | 12 18                 | 13 03         | 14 03                           | 2 28                  | 3 0          | 4 22                            | 5 0                   | 5 0          | 7 7                             | 8 22                  | 9 22                          | 10 22                           | 11 22          | 12 22            | 1 22           | 2 22         | 3 22         | 4 22           |
| 31 1/2          | Liverpool                      | 8 40             | 9 15                           | 10 15                 | 11 00        | 12 00                         | 12 30                 | 13 30         | 14 30                           | 2 40                  | 3 0          | 4 40                            | 5 25                  | 6 10         | 7 25                            | 8 40                  | 9 45                          | 10 45                           | 11 45          | 12 45            | 1 45           | 2 45         | 3 45         | 4 45           |

FARES.—By 1st class carriage, four or six inside, by express and elect trains, 6s.; 1st class carriage by other trains, 5s. 6d.; 2nd class, 4s.; 3rd class, 2s. 6d.

N.B.—Passengers by the first class trains may take a ticket, entitling them to be conveyed to Liverpool or Manchester and back the same day, for 10s.  
Children under Twelve Years, Half Price; in the Arms under Four Years, Free.—\* See preceding Table.

## TO BOLTON.

### From Liverpool.

6 45 a.m., Mixed & 3rd class. | 2 30 p.m., Mixed.  
10 15 " Mixed. | 4 15 " 1st class.  
5 30 " Mixed & 3rd class.

### From Manchester.

7 15 a.m., Mixed and 3rd class. | 12 15 p.m., Mixed.  
10 0 " 3rd class. | 2 45 " Mixed.  
6 15 " Mixed and 3rd class.

## On Sundays.

From Liverpool, 8 0 a.m., mix. & 3rd cls.; 5 30 p.m., mix. & 3rd cls.  
From Manchester, 8 15 a.m., mix. & 3rd cls.; 5 30 p.m., mix. & 3rd cls.

FARES from Liverpool, 1st class 5s. 6d.; 2nd class 4s.; 3rd class 2s. 6d.; and from Manchester 2s. 6d., 2s., and 1s. 11d.

## TO ST. HELENS.

### From Liverpool.

6 45 a.m. mix & 3rd cls. | 12 30 noon. .... 3rd class. | 5 30 p.m. .... 2nd class.  
7 15 " mixed | 2 0 p.m. .... 1st " | 6 30 " .... 3rd "  
8 0 " 1st | 2 30 " 2nd | 7 45 "

## Week Days.

## Sundays.

| Stations.                    | Week Days. |            |            |            |            |            |            |            |            |             |             |             |             | Sundays.   |            |            |            |            |            |
|------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|
|                              | 1<br>class | 2<br>class | 3<br>class | 4<br>class | 5<br>class | 6<br>class | 7<br>class | 8<br>class | 9<br>class | 10<br>class | 11<br>class | 12<br>class | 13<br>class | 1<br>class | 2<br>class | 3<br>class | 4<br>class | 5<br>class | 6<br>class |
| <b>LONDON (depart.)</b>      | p.m. 8     | a.m. 8     | a.m. 8     | a.m. 8     | a.m. 8     | p.m. 8     | a.m. 8     | a.m. 8     | p.m. 8     | a.m. 8      | a.m. 8      | p.m. 8      | p.m. 8      | p.m. 8     | a.m. 8     | a.m. 8     | a.m. 8     | p.m. 8     | p.m. 8     |
| <b>BIRMINGHAM</b>            | 1 25       | 6 0        | 6 0        | 11 15      | 8 30       | 10 10      | 1 0        | 1 45       | 3 30       | 4 15        | 6 0         | 8 10        | 1 25        | 7 30       | 11 15      | 1 45       | 2 0        | 2 0        | 2 0        |
| Perry Bar.....               | 1 25       | 6 0        | 6 0        | 11 15      | 8 30       | 10 10      | 1 0        | 1 45       | 3 30       | 4 15        | 6 0         | 8 10        | 1 25        | 7 30       | 11 15      | 1 45       | 2 0        | 2 0        | 2 0        |
| Newton Road.....             | 1 25       | 6 0        | 6 0        | 11 15      | 8 30       | 10 10      | 1 0        | 1 45       | 3 30       | 4 15        | 6 0         | 8 10        | 1 25        | 7 30       | 11 15      | 1 45       | 2 0        | 2 0        | 2 0        |
| Walsall.....                 | 1 50       | 6 28       | 6 28       | 11 37      | 8 58       | 10 22      | 1 22       | 1 52       | 4 4        | 4 38        | 6 17        | 8 22        | 1 40        | 7 49       | 11 37      | 2 0        | 2 0        | 2 0        | 2 0        |
| Willenhall.....              | 2 0        | 6 36       | 6 36       | 11 52      | 9 10       | 10 32      | 1 32       | 2 0        | 4 14       | 4 50        | 6 34        | 8 42        | 2 0         | 8 5        | 11 52      | 2 13       | 2 13       | 2 13       | 2 13       |
| <b>Wolverhampton</b>         | 2 0        | 6 45       | 6 45       | 12 1       | 9 19       | 10 41      | 1 41       | 2 10       | 4 23       | 5 0         | 6 42        | 8 50        | 2 0         | 9 14       | 12 1       | 2 24       | 2 24       | 2 24       | 2 24       |
| Four Ashes.....              | 2 0        | 6 53       | 6 53       | 12 7       | 9 27       | 10 49      | 1 49       | 2 18       | 4 31       | 5 7         | 6 50        | 9 0         | 2 0         | 9 22       | 12 7       | 2 31       | 2 31       | 2 31       | 2 31       |
| Spread Eagle.....            | 2 0        | 7 0        | 7 0        | 12 14      | 9 34       | 10 56      | 1 56       | 2 25       | 4 38       | 5 14        | 7 0         | 9 10        | 2 0         | 9 30       | 12 14      | 2 38       | 2 38       | 2 38       | 2 38       |
| Penkridge.....               | 2 28       | 7 14       | 7 14       | 12 20      | 9 40       | 11 0       | 2 0        | 2 41       | 4 54       | 5 30        | 7 10        | 9 20        | 2 28        | 9 44       | 12 20      | 2 47       | 2 47       | 2 47       | 2 47       |
| <b>Stafford</b>              | 2 28       | 7 25       | 7 25       | 12 27      | 9 47       | 11 9       | 2 7        | 2 48       | 5 0        | 5 36        | 7 16        | 9 26        | 2 28        | 9 50       | 12 27      | 2 55       | 2 55       | 2 55       | 2 55       |
| Norton Bridge.....           | 3 0        | 7 41       | 7 41       | 12 33      | 10 3       | 11 15      | 2 13       | 2 54       | 5 17       | 5 43        | 7 23        | 9 33        | 3 0         | 10 6       | 12 33      | 3 0        | 3 0        | 3 0        | 3 0        |
| <b>Whitmore</b>              | 3 0        | 7 52       | 7 52       | 12 40      | 10 14      | 11 26      | 2 21       | 3 0        | 5 24       | 6 0         | 7 40        | 9 50        | 3 0         | 10 17      | 12 40      | 3 14       | 3 14       | 3 14       | 3 14       |
| Madeley.....                 | 3 0        | 8 0        | 8 0        | 12 47      | 10 21      | 11 33      | 2 28       | 3 9        | 5 31       | 6 7         | 7 47        | 9 57        | 3 0         | 10 24      | 12 47      | 3 21       | 3 21       | 3 21       | 3 21       |
| Basford.....                 | 3 0        | 8 10       | 8 10       | 12 53      | 10 27      | 11 39      | 2 34       | 3 15       | 5 37       | 6 13        | 7 53        | 10 3        | 3 0         | 10 34      | 12 53      | 3 27       | 3 27       | 3 27       | 3 27       |
| <b>Crewe departure</b>       | 3 30       | 8 22       | 8 22       | 1 0        | 10 35      | 11 47      | 2 40       | 3 21       | 5 43       | 6 19        | 7 59        | 10 9        | 3 30        | 10 45      | 1 0        | 3 40       | 3 40       | 3 40       | 3 40       |
| <b>Crewe departure</b>       | 3 30       | 8 22       | 8 22       | 1 0        | 10 35      | 11 47      | 2 40       | 3 21       | 5 43       | 6 19        | 7 59        | 10 9        | 3 30        | 10 45      | 1 0        | 3 40       | 3 40       | 3 40       | 3 40       |
| <b>Sandbach *</b>            | 3 42       | 8 30       | 8 30       | 1 11       | 10 47      | 11 59      | 2 46       | 3 27       | 5 49       | 6 25        | 8 5         | 10 15       | 3 42        | 10 50      | 1 11       | 3 50       | 3 50       | 3 50       | 3 50       |
| <b>H. Chap. (Congleton)</b>  | 3 52       | 8 40       | 8 40       | 1 21       | 10 57      | 12 9       | 2 56       | 3 37       | 5 59       | 6 35        | 9 0         | 10 20       | 3 52        | 11 0       | 1 21       | 4 0        | 4 0        | 4 0        | 4 0        |
| <b>Cheiford, (Knutsford)</b> | 4 4        | 8 58       | 8 58       | 1 31       | 11 7       | 12 19      | 3 6        | 3 47       | 6 9        | 6 45        | 9 15        | 10 35       | 4 4         | 11 10      | 1 31       | 4 18       | 4 18       | 4 18       | 4 18       |
| Alderley & Northwich         | 4 4        | 9 0        | 9 0        | 1 38       | 11 14      | 12 26      | 3 13       | 3 54       | 6 15       | 6 51        | 9 21        | 10 41       | 4 4         | 11 17      | 1 38       | 4 25       | 4 25       | 4 25       | 4 25       |
| Wilmslow.....                | 4 4        | 9 18       | 9 18       | 1 46       | 11 22      | 12 34      | 3 21       | 4 0        | 6 21       | 6 57        | 9 27        | 10 47       | 4 4         | 11 24      | 1 46       | 4 32       | 4 32       | 4 32       | 4 32       |
| Handforth.....               | 4 4        | 9 26       | 9 26       | 1 54       | 11 30      | 12 42      | 3 29       | 4 10       | 6 29       | 7 5         | 9 35        | 10 55       | 4 4         | 11 32      | 1 54       | 4 40       | 4 40       | 4 40       | 4 40       |
| Cheadle.....                 | 4 4        | 9 34       | 9 34       | 2 0        | 11 38      | 12 50      | 3 37       | 4 18       | 6 37       | 7 13        | 9 43        | 11 3        | 4 4         | 11 40      | 2 0        | 4 48       | 4 48       | 4 48       | 4 48       |
| <b>Stockport</b>             | 4 30       | 8 40       | 8 40       | 1 45       | 11 43      | 12 55      | 3 43       | 4 24       | 6 43       | 7 19        | 9 49        | 11 9        | 4 30        | 10 50      | 1 45       | 4 57       | 4 57       | 4 57       | 4 57       |
| Levenshulme.....             | 4 30       | 8 50       | 8 50       | 1 51       | 11 49      | 13 1       | 3 49       | 4 30       | 6 49       | 7 25        | 9 55        | 11 15       | 4 30        | 11 0       | 1 51       | 5 0        | 5 0        | 5 0        | 5 0        |
| Longsight.....               | 4 30       | 8 58       | 8 58       | 1 59       | 11 57      | 13 9       | 3 57       | 4 38       | 6 57       | 7 33        | 10 3        | 11 23       | 4 30        | 11 8       | 1 59       | 5 8        | 5 8        | 5 8        | 5 8        |
| <b>Manchester arr.</b>       | 4 45       | 9 0        | 9 0        | 2 0        | 12 0       | 13 12      | 4 0        | 4 50       | 7 0        | 7 36        | 10 6        | 11 26       | 4 45        | 11 15      | 2 0        | 5 15       | 5 15       | 5 15       | 5 15       |

FARES BY EXPRESS and 1 1/2 p.m. train, from Birmingham to Sandbach, 12s. 6d.; to Chelford, 14s.; to Stockport, 16s. 6d.

† First Class passengers booked through (without change of carriage) between London and Manchester, and the principal Stations on both lines by these trains.  
 † Private Carriages and Horses will not be conveyed by these trains between Crewe and Birmingham, neither can they be booked unless at the station 15 minutes before the time of starting.  
 \* For Coaches in connexion with this Station see 58th page.

## MANCHESTER &amp; BIRMINGHAM.—85 Miles.

Goods Supt. Samuel Salt.

| Stations.                                       | Week Days. |            |            |            |            |            |            |            |            |             |             |             |             | Sundays.   |            |            |            |            |            |
|-------------------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|
|                                                 | 1<br>class | 2<br>class | 3<br>class | 4<br>class | 5<br>class | 6<br>class | 7<br>class | 8<br>class | 9<br>class | 10<br>class | 11<br>class | 12<br>class | 13<br>class | 1<br>class | 2<br>class | 3<br>class | 4<br>class | 5<br>class | 6<br>class |
| <b>Trns leave Londn-rd.</b>                     | a.m. 6 15  | a.m. 6 30  | a.m. 6 45  | a.m. 7 0   | a.m. 7 15  | a.m. 7 30  | a.m. 7 45  | a.m. 8 0   | a.m. 8 15  | a.m. 8 30   | a.m. 8 45   | a.m. 9 0    | a.m. 9 15   | a.m. 9 30  | a.m. 9 45  | a.m. 10 0  | a.m. 10 15 | a.m. 10 30 | a.m. 10 45 |
| <b>Manchester depts.</b>                        | 6 15       | 6 30       | 6 45       | 7 0        | 7 15       | 7 30       | 7 45       | 8 0        | 8 15       | 8 30        | 8 45        | 9 0         | 9 15        | 9 30       | 9 45       | 10 0       | 10 15      | 10 30      | 10 45      |
| Longsight.....                                  | 6 30       | 6 45       | 6 55       | 7 10       | 7 25       | 7 40       | 7 55       | 8 10       | 8 25       | 8 40        | 8 55        | 9 10        | 9 25        | 9 40       | 9 55       | 10 10      | 10 25      | 10 40      | 10 55      |
| Levenshulme.....                                | 6 30       | 6 45       | 6 55       | 7 10       | 7 25       | 7 40       | 7 55       | 8 10       | 8 25       | 8 40        | 8 55        | 9 10        | 9 25        | 9 40       | 9 55       | 10 10      | 10 25      | 10 40      | 10 55      |
| <b>Stockport</b>                                | 6 27       | 6 42       | 6 52       | 7 7        | 7 22       | 7 37       | 7 52       | 8 7        | 8 22       | 8 37        | 8 52        | 9 7         | 9 22        | 9 37       | 9 52       | 10 7       | 10 22      | 10 37      | 10 52      |
| Cheadle.....                                    | 6 55       | 7 10       | 7 20       | 7 35       | 7 50       | 8 5        | 8 20       | 8 35       | 8 50       | 9 5         | 9 20        | 9 35        | 9 50        | 10 5       | 10 20      | 10 35      | 10 50      | 11 5       | 11 20      |
| Handforth.....                                  | 7 0        | 7 15       | 7 25       | 7 40       | 7 55       | 8 10       | 8 25       | 8 40       | 8 55       | 9 10        | 9 25        | 9 40        | 9 55        | 10 10      | 10 25      | 10 40      | 10 55      | 11 10      | 11 25      |
| Wilmslow.....                                   | 7 5        | 7 20       | 7 30       | 7 45       | 8 0        | 8 15       | 8 30       | 8 45       | 9 0        | 9 15        | 9 30        | 9 45        | 10 0        | 10 15      | 10 30      | 10 45      | 11 0       | 11 15      | 11 30      |
| Alderley & Northwich                            | 7 10       | 7 25       | 7 35       | 7 50       | 8 5        | 8 20       | 8 35       | 8 50       | 9 5        | 9 20        | 9 35        | 9 50        | 10 5        | 10 20      | 10 35      | 10 50      | 11 5       | 11 20      | 11 35      |
| <b>Cheiford (Kntsds &amp; H. Chap. (Congl))</b> | 6 49       | 7 20       | 7 30       | 7 45       | 8 0        | 8 15       | 8 30       | 8 45       | 9 0        | 9 15        | 9 30        | 9 45        | 10 0        | 10 15      | 10 30      | 10 45      | 11 0       | 11 15      | 11 30      |
| <b>Sandbach*</b>                                | 7 10       | 7 25       | 7 35       | 7 50       | 8 5        | 8 20       | 8 35       | 8 50       | 9 5        | 9 20        | 9 35        | 9 50        | 10 5        | 10 20      | 10 35      | 10 50      | 11 5       | 11 20      | 11 35      |
| <b>Crewe arrival</b>                            | 7 20       | 7 35       | 7 45       | 8 0        | 8 15       | 8 30       | 8 45       | 9 0        | 9 15       | 9 30        | 9 45        | 10 0        | 10 15       | 10 30      | 10 45      | 11 0       | 11 15      | 11 30      | 11 45      |
| <b>Crewe arrival</b>                            | 7 20       | 7 35       | 7 45       | 8 0        | 8 15       | 8 30       | 8 45       | 9 0        | 9 15       | 9 30        | 9 45        | 10 0        | 10 15       | 10 30      | 10 45      | 11 0       | 11 15      | 11 30      | 11 45      |
| <b>Basford</b>                                  | 8 26       | 8 41       | 8 51       | 9 6        | 9 21       | 9 36       | 9 51       | 10 6       | 10 21      | 10 36       | 10 51       | 11 6        | 11 21       | 11 36      | 11 51      | 12 6       | 12 21      | 12 36      | 12 51      |
| Madeley.....                                    | 8 44       | 8 59       | 9 9        | 9 24       | 9 39       | 9 54       | 10 9       | 10 24      | 10 39      | 10 54       | 11 9        | 11 24       | 11 39       | 11 54      | 12 9       | 12 24      | 12 39      | 12 54      | 13 9       |
| <b>Whitmore</b>                                 | 7 51       | 8 6        | 8 16       | 8 31       | 8 46       | 9 1        | 9 16       | 9 31       | 9 46       | 10 1        | 10 16       | 10 31       | 10 46       | 11 1       | 11 16      | 11 31      | 11 46      | 12 1       | 12 16      |
| Norton Bridge.....                              | 8 15       | 8 30       | 8 40       | 8 55       | 9 10       | 9 25       | 9 40       | 9 55       | 10 10      | 10 25       | 10 40       | 10 55       | 11 10       | 11 25      | 11 40      | 11 55      | 12 10      | 12 25      | 12 40      |
| <b>Stafford</b>                                 | 8 15       | 8 30       | 8 40       | 8 55       | 9 10       | 9 25       | 9 40       | 9 55       | 10 10      | 10 25       | 10 40       | 10 55       | 11 10       | 11 25      | 11 40      | 11 55      | 12 10      | 12 25      | 12 40      |
| Penkridge.....                                  | 9 28       | 9 43       | 9 53       | 10 8       | 10 23      | 10 38      | 10 53      | 11 8       | 11 23      | 11 38       | 11 53       | 12 8        | 12 23       | 12 38      | 12 53      | 1 8        | 1 23       | 1 38       | 1 53       |
| Spread Eagle.....                               | 9 46       | 10 1       | 10 11      | 10 26      | 10 41      | 10 56      | 11 11      | 11 26      | 11 41      | 11 56       | 12 11       | 12 26       | 12 41       | 12 56      | 1 11       | 1 26       | 1 41       | 1 56       | 2 11       |
| Four Ashes.....                                 | 9 50       | 10 5       | 10 15      | 10 30      | 10 45      | 11 0       | 11 15      | 11 30      | 11 45      | 12 0        | 12 15       | 12 30       | 12 45       | 1 0        | 1 15       | 1 30       | 1 45       | 2 0        | 2 15       |
| <b>Wolverhampton</b>                            | 8 41       | 9 6        | 9 16       | 9 31       | 9 46       | 10 1       | 10 16      | 10 31      | 10 46      | 11 1        | 11 16       | 11 31       | 11 46       | 12 1       | 12 16      | 12 31      | 12 46      | 1 1        | 1 16       |
| Willenhall.....                                 | 8 57       | 10 12      | 10 22      | 10 37      | 10 52      | 11 7       | 11 22      | 11 37      | 11 52      | 12 7        | 12 22       | 12 37       | 12 52       | 1 7        | 1 22       | 1 37       | 1 52       | 2 7        | 2 22       |
| <b>Walsall</b>                                  | 8 57       | 10 12      | 10 22      | 10 37      | 10 52      | 11 7       | 11 22      | 11 37      | 11 52      | 12 7        | 12 22       | 12 37       | 12 52       | 1 7        | 1 22       | 1 37       | 1 52       | 2 7        | 2 22       |
| Newton Road.....                                | 10 27      | 10 42      | 10 52      | 11 7       | 11 22      | 11 37      | 11 52      | 12 7       | 12 22      | 12 37       | 12 52       | 1 7         | 1 22        | 1 37       | 1 52       | 2 7        | 2 22       | 2 37       | 2 52       |
| Perry Bar.....                                  | 10 35      | 10 50      | 11 0       | 11 15      | 11 30      | 11 45      | 12 0       | 12 15      | 12 30      | 12 45       | 1 0         | 1 15        | 1 30        | 1 45       | 2 0        | 2 15       | 2 30       | 2 45       | 3 0        |
| <b>Birmingham arr</b>                           | 9 20       | 9 35       | 9 45       | 10 0       | 10 15      | 10 30      | 10 45      | 11 0       | 11 15      | 11 30       | 11 45       | 12 0        | 12 15       | 12 30      | 12 45      | 1 0        | 1 15       | 1 30       | 1 45       |
| <b>Departure</b>                                | 9 30       | 9 45       | 9 55       | 10 10      | 10 25      | 10 40      | 10 55      | 11 10      | 11 25      | 11 40       | 11 55       | 12 10       | 12 25       | 12 40      | 12 55      | 1 10       | 1 25       | 1 40       | 1 55       |
| <b>LONDON arrival</b>                           | 1 0        | 1 15       | 1 25       | 1 40       | 1 55       | 2 10       | 2 25       | 2 40       | 2 55       | 3 10        | 3 25        | 3 40        | 3 55        | 4 10       | 4 25       | 4 40       | 4 55       | 5 10       | 5 25       |

\* For Coaches in connexion with this Station see 58th page.

§ This train leaves Manchester at 2 5 p.m. on Saturdays.

† For references see preceding page.

**From Manchester to Chester.—52 Miles.**

Passengers and Parcels booked through. Week days—7 & 10 a.m. & 5 15 p.m., without change of carriage; 11 30 a.m. changing carriage at Crewe, and proceeding from that station at 1 35 p.m.

**From Chester to Manchester.**

At 7 & 11 40 a.m., first and second class; 10 30 a.m. and 5 20 p.m., first, second, and third class.

**From Manchester to Stockport.**

At \*6 30, 7 45, 9, \*9 40, 10 10, 10 45, & 11 35 a.m.; 12 30, 1 45 (2 15 p.m. except on Saturdays) 3 45, 4 30, \*5 15, 5 45, 6 30, 7, & 8 45 p.m.

Sundays, 7 45, 8, \*9 30, 10 10, & 11 15 a.m.; 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, & 12 p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down passngs. when required, except those marked thus \*. To the Luggage Train leaving Manchester every night (Sunday excepted) at half-past 11 is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s. † Leaves Manchester at 2 5 p.m. on Saturdays.

**From Stockport to Manchester.**

At \*4 30, 8, 8 40, 9 45, \*9 45, 11, & 12 a.m.; \*12 55, 1, \*2 25, 3, 4, \*4 35, 5, \*6 44, 6 45, \*7 44, 8 45, & \*10 7 p.m.

Sundays \*4 30, 7 45, 9 40, & \*10 50 a.m.; 1 15, \*2 40, \*4 47, 5 47, \*8 54, & 9 30

**RATES FOR HORSES.**

| FROM<br>MANCHESTER<br>TO | Horses. |      |       |
|--------------------------|---------|------|-------|
|                          | 1       | 2    | 3     |
| STOCKPORT ....           | 5 0     | 10 0 | 15 0  |
| CHELFORD .....           | 6 6     | 12 0 | 18 0  |
| HOLMES CHAPL. ....       | 6 6     | 13 0 | 19 6  |
| SANDBACH .....           | 7 0     | 14 0 | 21 0  |
| CREWE .....              | 7 6     | 15 0 | 22 6  |
| CHESTER .....            | 13 0    | 25 0 | 39 0  |
| WHITMORE .....           | 12 6    | 25 0 | 37 6  |
| STAFFORD .....           | 14 0    | 28 0 | 42 0  |
| WOLVERHAMPT. ....        | 17 6    | 35 0 | 52 6  |
| BIRMINGHAM .....         | 21 0    | 42 0 | 63 0  |
| LONDON .....             | 49 0    | 98 0 | 147 5 |

**Trains in conjunction with Coaches and Omnibuses to and from**

Leek, Congleton, Knutsford, Northwich, &c.

| Week<br>Days | From Man-<br>chester to<br>Leek,<br>(Macclesfield<br>Station.) | From Leek<br>by coach to<br>Macclesfield<br>Station. | From Man-<br>chester to<br>Knutsford,<br>(Chelford<br>Station.) | From Knutsford<br>by omnibus<br>to Chelford<br>Station. | From Man-<br>chester to<br>Northwich<br>(Chelford<br>Station.) | From Northwich<br>by Coach<br>to Chelford<br>Station. | From Man-<br>chester to<br>Congleton,<br>(Holmes<br>Chapel Sta.) | From Con-<br>gleton, by<br>omnibus to<br>Holmes Cha-<br>pel Station. |
|--------------|----------------------------------------------------------------|------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------|
|              | 9 0 a.m.<br>5 30 p.m.                                          | 8 15 a.m.<br>8 45 p.m.                               | 7 0<br>1 45 p.m.                                                | 8 20 a.m.<br>4 15 p.m.                                  | 7 0 a.m.<br>5 15 p.m.                                          | 7 10 a.m.<br>3 0 p.m.                                 | 7 0 a.m.<br>1 30 p.m.                                            | 6 40 a.m.<br>7 50 ..                                                 |
| Sun-<br>days | 7 45 a.m.<br>5 3 p.m.                                          | 7 a.m.<br>2 3 p.m.                                   | 10 0 a.m.<br>6 35 p.m.                                          | .....                                                   | .....                                                          | .....                                                 | .....                                                            | .....                                                                |

**THE QUEEN'S HOTEL, ALDERLEY.**

TERMS.—BED BREAKFAST & ATTENDANCE ..... 21s. per Week.

BOARD, LODGING & ATTENDANCE ..... 50s. per Week.

DINNER on a moderate Scale got up for large or small Parties.

**MACCLESFIELD BRANCH.**

From Manchester at 7 45, \*9 and 10 45 a.m.; 12 40, \*5 45, & 8 p.m.

On SUNDAYS at \*7 45 and 10 45 a.m.; \*5 45 and 7 45 p.m.

From Macclesfield at 7 45, 8 50 & \*10 25 a.m.; 12 40, \*4 45, & 7 30 p.m.

On SUNDAYS at 6 45 and \*9 a.m.; \*4 45 and 7 30 p.m.

From Macclesfield to Prestbury at 2 45 p.m.; and from Prestbury to Macclesfield at 4 25 p.m. on Sundays.

Fares between Manchester and Macclesfield—1st class, 3s.; 2nd class, 2s.; 3rd class, 1s. 6d.

\* Trains marked thus \* run in connexion with Coaches to and from Leek.

**PASSENGER FARES between Manchester, Leek, Knutsford, and Congleton.**

|                                         | Leek. |       |       | Knutsford. |       |       | Congleton. |       |       |
|-----------------------------------------|-------|-------|-------|------------|-------|-------|------------|-------|-------|
|                                         | 1 cl. | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. |
| By Single Ticket, to or from Manchester | 4 6   | 3 6   | 2 6   | 6 2        | 4 2   | 3 2   | 6 5        | 4 5   | 3 5   |

Treasurer, J. B. Wilcox, Birkenhead.

**CHESTER AND BIRKENHEAD.**

Secretary, John Roberts.

| From<br>Chester. | STATIONS.              | DOWN TRAINS. |            |      |      |       |       |       |       |      |      |      |      | Sunday Trains. |       |      |      | Fares<br>FROM CHESTER |              |              |
|------------------|------------------------|--------------|------------|------|------|-------|-------|-------|-------|------|------|------|------|----------------|-------|------|------|-----------------------|--------------|--------------|
|                  |                        | 1<br>class   | 2<br>class | 3    | 4    | 5     | 6     | 7     | 8     | 9    | 10   | 11   | 12   | 1              | 2     | 3    | 4    | 1st<br>class          | 2nd<br>class | 3rd<br>class |
| Mls.             | LEAVE                  | p.m.         | a.m.       | a.m. | a.m. | a.m.  | a.m.  | a.m.  | p.m.  | a.m. | a.m. | p.m. | a.m. | p.m.           | a.m.  | a.m. | p.m. | s. d.                 | s. d.        | s. d.        |
|                  | London .....           | 8 45         | ..         | ..   | ..   | ..    | ..    | ..    | 6 15  | 10 0 | ..   | 11 0 | 8 30 | ..             | 10 0  | ..   | ..   | ..                    | ..           | ..           |
|                  | Birmingham .....       | 1 25         | ..         | ..   | ..   | ..    | ..    | ..    | 11 15 | 1 45 | ..   | 4 15 | 1 10 | ..             | 1 45  | ..   | ..   | ..                    | ..           | ..           |
|                  | Chester .....          | 4 15         | 6 0        | ..   | 8 30 | 9 30  | 10 30 | 11 30 | 1 0   | 3 15 | 5 0  | 7 0  | 8 30 | 4 10           | 5 0   | 8 30 | 0 6  | 0 4                   | 0 3          |              |
| 3                | Mollington .. arrival. | ..           | 6 9        | ..   | 8 39 | 9 39  | ..    | 11 39 | 1 9   | 3 24 | ..   | 7 9  | 8 39 | ..             | 10 9  | 5 9  | 8 39 | 0 6                   | 0 4          | 0 3          |
| 7                | Sutton .....           | ..           | 6 21       | 8 15 | 8 51 | 9 51  | 10 51 | 11 51 | 1 21  | 3 36 | 5 21 | 7 21 | 8 51 | ..             | 10 21 | 5 21 | 8 51 | 1 2                   | 0 11         | 0 7          |
| 8                | Hooton .....           | ..           | 6 24       | 8 18 | 8 54 | 9 54  | 10 54 | 11 54 | 1 24  | 3 39 | 5 24 | ..   | 8 54 | ..             | 10 24 | 5 24 | 8 54 | 1 4                   | 0 1          | 0 8          |
| 9                | Bromborough .....      | ..           | 6 27       | 8 21 | ..   | 9 57  | ..    | 11 57 | 1 27  | 3 41 | ..   | ..   | 8 57 | ..             | 10 27 | 5 27 | 8 57 | 1 6                   | 1            | 0 9          |
| 11               | Spittle .....          | ..           | 6 33       | 8 27 | ..   | 10 3  | ..    | 12 3  | 1 33  | 3 47 | ..   | 7 33 | 9 3  | ..             | 10 33 | 5 33 | 9 3  | 1 10                  | 1            | 0 11         |
| 12               | Bebington .....        | ..           | 6 36       | 8 30 | 9 6  | 10 6  | 11 6  | 12 6  | 1 36  | 3 50 | 5 36 | ..   | 9 6  | ..             | 10 36 | 5 36 | 9 6  | 2 0                   | 1            | 0 10         |
| 13               | Rock Lane .....        | ..           | 6 39       | 8 33 | ..   | 10 9  | ..    | 12 9  | 1 39  | 3 53 | ..   | 7 39 | 9 9  | ..             | 10 39 | 5 39 | 9 9  | 2 2                   | 1            | 0 11         |
| 13 1/2           | Lime Kiln Lane .....   | ..           | 6 41       | 8 35 | 9 10 | 10 10 | 11 10 | 12 10 | 1 41  | 3 55 | 5 40 | 7 41 | 9 11 | ..             | 10 41 | 5 41 | 9 11 | 2 4                   | 1            | 0 12         |
| 15               | Birkenhead .....       | 4 40         | 6 45       | 8 45 | 9 15 | 10 15 | 11 15 | 12 15 | 1 45  | 4 0  | 5 45 | 7 45 | 9 15 | 4 40           | 10 45 | 5 45 | 9 15 | 2 6                   | 2            | 0 1 3        |
| 16               | Liverpool .....        | ..           | 7 0        | 9 0  | 9 30 | 10 30 | 11 30 | 12 30 | 2 0   | 4 15 | 6 0  | 8 0  | 9 30 | ..             | 11 0  | 6 0  | 9 30 | 2 8                   | 2            | 1 5          |

The Express Train for Birkenhead leaves London at 5 0 p.m., fare 43s.; Birmingham at 8 10 p.m., fare 18s.; and Chester at 10 40 p.m., fare 2s. 6d.

| From<br>Birkenhead. | STATIONS.                  | UP TRAINS. |            |            |            |            |            |            |            |            |             |             |             | Sunday Trains. |            |            |            | Fares<br>From Birkenhead |              |              |
|---------------------|----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|----------------|------------|------------|------------|--------------------------|--------------|--------------|
|                     |                            | 1<br>class | 2<br>class | 3<br>class | 4<br>class | 5<br>class | 6<br>class | 7<br>class | 8<br>class | 9<br>class | 10<br>class | 11<br>class | 12<br>class | 1<br>class     | 2<br>class | 3<br>class | 4<br>class | 1st<br>class             | 2nd<br>class | 3rd<br>class |
|                     |                            | 1,2,3      | 1&2        | 1&2        | 1&2        | 1&2        | 1&2        | 1&2        | 1&2        | 1&2        | 1&2         | 1,2,3       | 1,2,3       | 1,2,3          | 1,2,3      | 1,2,3      | 1&2        |                          |              |              |
| Mls.                | LEAVE                      | a.m.       | a.m.       | a.m.       | a.m.       | a.m.       | a.m.       | p.m.       | p.m.       | p.m.       | p.m.        | p.m.        | a.m.        | p.m.           | p.m.       | p.m.       | s. d.      | s. d.                    | s. d.        |              |
|                     | Liverpool .....            | 6 0        | 7 0        | 8 0        | 9 36       | 10 30      | 11 30      | 1 30       | 3 30       | 5 0        | 7 0         | 8 15        | 9 30        | 8 30           | 2 15       | 5 0        | 8 15       | 0 2                      | 0 2          | 0 2          |
| 1 1/2               | Birkenhead .....           | 6 15       | 7 15       | 8 15       | 9 45       | 10 45      | 11 45      | 1 45       | 3 45       | 5 15       | 7 15        | 8 45        | 9 45        | 8 45           | 2 15       | 5 15       | 8 45       | ..                       | ..           | ..           |
| 2                   | Lime Kiln Lane. arrival .. | ..         | 7 20       | ..         | 9 50       | ..         | 11 50      | 12 20      | 3 50       | ..         | 7 20        | ..          | 9 50        | 8 50           | 2 20       | 5 20       | ..         | 0 4                      | 0 3          | 0 2          |
| 3                   | Rock Lane .....            | ..         | 7 23       | 8 20       | 9 52       | 10 51      | 11 51      | 12 3       | 3 53       | 5 20       | ..          | 9 53        | 8 53        | 2 23           | 5 23       | ..         | 0 4        | 0 3                      | 0 2          |              |
| 4                   | Bebington .....            | 6 24       | 7 26       | 8 23       | 9 55       | 10 54      | 11 54      | 12 6       | 3 56       | 5 23       | 7 26        | ..          | 9 56        | 8 56           | 2 26       | 5 26       | ..         | 0 6                      | 0 4          | 0 3          |
| 5                   | Spittle .....              | ..         | 7 30       | ..         | 2 58       | ..         | 12 0       | 1 30       | 3 59       | 5 26       | ..          | 10 0        | 9 0         | 2 30           | 5 30       | ..         | 0 8        | 0 6                      | 0 6          |              |
| 6                   | Bromborough .....          | ..         | 7 36       | ..         | 3 04       | ..         | 12 6       | 1 36       | 4 0        | ..         | 7 35        | ..          | 10 6        | 9 6            | 2 36       | 5 36       | ..         | 1 0                      | 0 9          | 0 6          |
| 7                   | Hooton .....               | ..         | 7 40       | 8 34       | 10 4       | 11 4       | 12 9       | 1 39       | 4 4        | ..         | 7 38        | ..          | 10 9        | 9 9            | 2 39       | 5 39       | ..         | 1 2                      | 0 10         | 0 8          |
| 8                   | Sutton .....               | 6 41       | 7 45       | 8 39       | 10 10      | 11 10      | 12 12      | 1 42       | 4 11       | 5 38       | 7 41        | 9 12        | 10 12       | 9 12           | 2 42       | 5 42       | 9 12       | 1 4                      | 1 0          | 0 8          |
| 12                  | Mollington .....           | ..         | 8 50       | 10 22      | ..         | 12 23      | 1 53       | 4 23       | ..         | 7 53       | ..          | 10 23       | 9 23        | 2 53           | 5 53       | ..         | 2 0        | 1 6                      | 1 0          | ..           |
| 15                  | Chester .....              | 6 55       | ..         | 9 0        | 10 30      | 11 25      | 12 30      | 2 0        | 4 30       | 6 0        | 8 0         | 9 17        | 10 30       | 9 30           | 3 0        | 6 0        | 9 17       | 2 6                      | 2 0          | 1 3          |
| 90                  | Birmingham .....           | 11 0       | ..         | 1 15       | ..         | 3 20       | ..         | ..         | 10 0       | ..         | ..          | 12 36       | ..          | ..             | ..         | ..         | 16         | 0 12                     | 6 6          | ..           |
| 202                 | London .....               | 5 15       | ..         | 6 0        | ..         | 8 45       | ..         | ..         | ..         | ..         | ..          | 5 32        | ..          | ..             | ..         | ..         | 36         | 0 26                     | 6 18         | 1 3          |

The Express Train for Birmingham leaves Birkenhead at 3 3 p.m., fare 18s.; for London at 3 3 p.m., fare 43s. Day Tickets will be issued at Liverpool, Birkenhead and Chester, (returning the same day, by any train, except by the Express Train Chester at 10 40 p.m.) First Class, 3s. 6d.; Second Class, 2s. 6d.—Children under ten years of age are charged half-price.

# MIDLAND RAILWAY-SOUTH BRANCH (late Midland Counties).

| DOWN TRAINS. |                  |       |       |       |       |       |       |       |       |       |       |       | SUNDAYS. |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|--------------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Mil.         | STATIONS.        | 1     |       | 2     |       | 3     |       | 4     |       | 5     |       | 6     |          | 7     |       | 8     |       | 9     |       | 1     |       | 2     |       | 3     |       | 4     |       |       |
|              |                  | 1 & 2 | mail  | 1, 2, | 3Cls  | 1 & 2 | Class | Class | 1st   | 1 & 2 | Class | Class | 4        | 1 & 2 | Class | 1 & 2 | 1 & 2 | 1 & 2 | Class | Class | Class | Class | Class | Class | Class | Class | Class | Class |
|              | Depart from      | p.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.     | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  |
| —            | London .....     | 9 0   | ..    | ..    | 6 15  | 9 0   | ..    | ..    | 10 30 | ..    | ..    | 7 0   | 12 0     | 2 45  | 5 30  | ..    | ..    | ..    | ..    | 9 0   | ..    | ..    | 7 30  | 10 0  | ..    | ..    | ..    |       |
| —            | Birmingham ..    | ..    | ..    | ..    | 8 30  | 10 0  | ..    | ..    | ..    | ..    | ..    | ..    | 1 30     | 4 0   | 5 45  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| —            | Coventry arrival | ..    | ..    | ..    | 9 11  | 10 44 | ..    | ..    | ..    | ..    | ..    | ..    | 2 11     | 4 44  | 6 28  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| —            | Rugby .....      | 12 56 | 45    | 9 45  | 11 45 | 1 30  | 1 40  | 3 20  | 6 0   | 8 50  | 12 5  | 7 30  | 1 0      | 6 0   | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 73           | Uthesthorpe ..   | ..    | 7 10  | 0     | ..    | 1 45  | 2 0   | 3 35  | 6 15  | 9 10  | ..    | 7 50  | 1 20     | 6 20  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 11           | Broughton.....   | ..    | 7 15  | ..    | ..    | ..    | 2 15  | 3 45  | ..    | ..    | ..    | 8 0   | ..       | 6 30  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 164          | Wigston .....    | ..    | 7 30  | ..    | ..    | ..    | 2 30  | 4 0   | ..    | ..    | ..    | 8 12  | ..       | 6 42  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 20           | Leicester .....  | 12 50 | 7 45  | 10 30 | 12 20 | 2 15  | 2 45  | 4 15  | 6 45  | 9 40  | 12 50 | 8 30  | 1 45     | 7 0   | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 243          | Syston .....     | ..    | 7 55  | 10 40 | ..    | 2 25  | 3 3   | 4 27  | 6 55  | 9 50  | ..    | 8 45  | 1 55     | 7 15  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 273          | Sileby .....     | ..    | 8 2   | 10 47 | ..    | ..    | 3 15  | 4 35  | 7 2   | ..    | ..    | 8 54  | ..       | 7 24  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 30           | Barrow .....     | ..    | 8 8   | ..    | ..    | ..    | 3 24  | 4 40  | 7 7   | ..    | ..    | 9 2   | ..       | 7 32  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 324          | Loughboro' ..    | 1 29  | 8 15  | 11 0  | ..    | 2 45  | 3 33  | 4 45  | 7 12  | 10 10 | 1 29  | 9 10  | 2 15     | 7 40  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 374          | Kegworth .....   | 1 42  | 8 29  | 11 10 | ..    | 2 55  | 3 50  | 5 07  | 7 25  | 10 20 | 1 42  | 9 22  | 2 30     | 7 52  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 414          | Long Eaton ..    | ..    | 9 0   | 11 35 | ..    | ..    | 4 10  | 5 15  | 7 35  | ..    | ..    | 9 45  | ..       | 8 15  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 444          | Beeston .....    | ..    | 9 50  | 11 40 | ..    | ..    | 4 22  | 5 27  | 7 45  | ..    | ..    | 9 53  | ..       | 8 23  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 474          | Nottingham, arr. | 2 19  | 9 10  | 12 0  | ..    | 3 40  | 4 40  | 5 45  | 8 0   | 11 0  | 2 19  | 10 0  | 3 10     | 8 30  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 482          | Sawley .....     | ..    | 8 44  | ..    | ..    | ..    | 4 10  | 5 13  | 7 38  | ..    | ..    | 9 40  | ..       | 8 10  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 454          | Borrowwash ..    | ..    | 8 53  | ..    | ..    | ..    | 4 22  | 5 20  | 7 45  | ..    | ..    | 9 50  | ..       | 8 20  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 463          | Spondon .....    | ..    | ..    | ..    | ..    | ..    | 4 30  | 5 25  | ..    | ..    | ..    | ..    | ..       | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 494          | Derby .....      | 2 19  | 9 10  | 11 45 | 1 25  | 3 40  | 4 45  | 5 45  | 8 5   | 11 0  | 2 19  | 10 0  | 3 10     | 8 30  | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 944          | Sheffield .....  | 4 20  | 11 35 | 2 30  | 3 20  | 5 45  | 8 15  | 9 15  | ..    | ..    | 4 20  | ..    | 5 45     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 122          | Leeds .....      | 5 45  | 12 50 | 2 50  | 4 15  | 6 50  | 9 40  | 10 40 | ..    | ..    | 5 45  | ..    | 6 55     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 1364         | York .....       | 6 10  | 2 0   | 3 20  | 4 40  | 7 30  | 10 15 | 10 15 | ..    | ..    | 6 10  | ..    | 7 30     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| —            | Newcastle .....  | ..    | 10 0  | 15 7  | 15 7  | 4 45  | 11 0  | ..    | ..    | ..    | 10 0  | ..    | 11 0     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 1814         | Hull .....       | 7 10  | 3 0   | 5 25  | 5 15  | 9 0   | ..    | ..    | ..    | ..    | 7 10  | ..    | 9 0      | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |
| 1604         | Manchester ..... | 8 30  | 3 5   | 6 40  | 6 40  | 9 15  | ..    | ..    | ..    | ..    | 10 15 | ..    | 9 25     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    |       |       |

## NOTTINGHAM TO DERBY.

| Mils | STATIONS.        | 1, 2, 3 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 4th  | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 |
|------|------------------|---------|-------|-------|-------|-------|------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
|      | Depart from      | a.m.    | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  |
| ..   | NOTTINGHAM ..    | 7 0     | 8 15  | 10 30 | 12 45 | 3 0   | 3 30 | 5 0   | 7 0     | 9 40  | 9 0     | 8 15  | 10 30   | 12 45 | 3 0     | 3 30  | 5 0     | 7 0   | 9 40    | 9 0   | 8 15    | 10 30 | 12 45   | 3 0   |
| 3    | Beeston .....    | 7 9     | 8 20  | 10 37 | ..    | 3 7   | 3 40 | 5 7   | 7 9     | ..    | 9 9     | 8 24  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |
| 6    | Long Eaton ..... | 7 15    | ..    | 10 45 | ..    | 3 15  | 3 50 | 5 15  | 7 18    | ..    | 9 18    | 8 33  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |
| 84   | Sawley .....     | 7 20    | ..    | 10 50 | ..    | 3 20  | 4 10 | 5 22  | 7 26    | ..    | 9 26    | 8 41  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |
| 114  | Borrowwash ..... | 7 35    | ..    | 10 55 | ..    | 3 30  | 4 22 | 5 30  | 7 35    | ..    | 9 35    | 8 50  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |
| 13   | Spondon .....    | ..      | ..    | 11 0  | ..    | ..    | 4 30 | 5 35  | 7 40    | ..    | 9 40    | 8 55  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |
| 154  | DERBY .....      | 7 45    | 9 10  | 11 15 | 1 15  | 3 45  | 4 45 | 5 45  | 7 45    | 10 15 | 9 45    | 9 0   | 10 15   | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    |

# MIDLAND RAILWAY-SOUTH BRANCH (late Midland Counties).

| UP TRAINS. |                    |       |        |       |       |       |       |       |       |       |       |       | SUNDAYS. |       |         |       |         |       |         |       |         |       |         |       |  |
|------------|--------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|--|
| Mls        | STATIONS.          | 1 & 2 | 1 & 2  | 1 & 2 | 1 & 2 | 1 & 4 | 1 & 2 | 1st   | 1 & 2 | 1, 2  | 1 & 2 | 1, 2  | 1, 2, 3  | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 |       |  |
|            |                    | Class | Class. | Class | Class | Class | Class | Class | Class | Class | Class | Class | Class    | Class | Class   | Class | Class   | Class | Class   | Class | Class   | Class | Class   | Class |  |
|            | Depart from        | mail  | p.m.   | p.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | mail     | p.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  | a.m.    | a.m.  |  |
| —          | Manchester .....   | ..    | ..     | ..    | ..    | ..    | ..    | 8 0   | 9 15  | 10 15 | 0     | 5 0   | ..       | ..    | ..      | 10 15 | 5 0     | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Hull .....         | ..    | ..     | ..    | ..    | ..    | ..    | 8 35  | 10 30 | 10 30 | 2     | 5 20  | ..       | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Newcastle .....    | 10 30 | ..     | ..    | ..    | ..    | ..    | 5 30  | 8 30  | 8 30  | 10 15 | 2 30  | 10 50    | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | York .....         | 2 0   | ..     | ..    | ..    | 5 30  | 5 30  | 9 50  | 11 45 | 14 5  | 0     | 6 28  | 3 0      | 6 45  | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Leeds .....        | 2 50  | 3 30   | ..    | ..    | 6 0   | 6 0   | 10 20 | 12 15 | 12 15 | 4 0   | 7 0   | 3 30     | 7 30  | 8 0     | 7 0   | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Sheffield .....    | ..    | ..     | ..    | ..    | 7 15  | 7 40  | 10 20 | 12 55 | 14 5  | 15 8  | 8 15  | ..       | 8 40  | 4 10    | 8 15  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Derby .....        | 7 10  | 7 10   | 8 30  | 10 0  | 10 50 | 2 0   | 3 0   | 4 30  | 8 15  | 10 15 | ..    | 7 10     | 12 15 | 7 0     | 10 51 | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 24         | Spondon .....      | ..    | ..     | ..    | ..    | ..    | ..    | 10 58 | ..    | ..    | ..    | ..    | ..       | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 4          | Borrowwash .....   | ..    | ..     | 8 38  | ..    | ..    | ..    | 11 3  | ..    | ..    | 8 25  | ..    | ..       | ..    | ..      | 7 10  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 7          | Sawley .....       | ..    | 7 30   | 8 45  | ..    | ..    | ..    | 11 13 | ..    | ..    | 8 32  | ..    | 7 20     | ..    | ..      | 7 20  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Nottingham .....   | ..    | ..     | 8 15  | 10 0  | 10 50 | 2 0   | ..    | 4 30  | 8 15  | 10 45 | ..    | 7 0      | 12 15 | 7 0     | 10 45 | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 3          | Beeston .....      | ..    | ..     | 8 20  | ..    | ..    | ..    | 11 0  | ..    | ..    | 8 23  | ..    | ..       | ..    | ..      | 7 10  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 6          | Long Eaton .....   | ..    | ..     | 8 30  | ..    | ..    | ..    | 11 10 | ..    | ..    | 8 30  | ..    | ..       | ..    | ..      | 7 20  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 12         | Kegworth .....     | ..    | ..     | 9 0   | 10 25 | 11 30 | 2 25  | ..    | 4 50  | 8 47  | 11 5  | ..    | 7 25     | 12 45 | 7 35    | 11 5  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 164        | Loughbro' .....    | 6 35  | 7 40   | 9 17  | 10 37 | 11 46 | 2 35  | ..    | 5 5   | 9 0   | 11 26 | ..    | 7 40     | 1 0   | 7 47    | 11 26 | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 194        | Barrow .....       | ..    | ..     | 9 28  | ..    | ..    | ..    | 11 55 | ..    | ..    | 9 8   | ..    | 7 49     | ..    | 7 58    | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 214        | Sileby .....       | ..    | ..     | 9 35  | ..    | ..    | ..    | 12 3  | ..    | ..    | 5 20  | 15    | 7 55     | ..    | 8 5     | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 244        | Syston .....       | 6 52  | 8 0    | 9 43  | 10 58 | 12 14 | 2 50  | ..    | 5 30  | 9 28  | 11 46 | ..    | 8 0      | 1 20  | 8 15    | 11 46 | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 294        | Leicester .....    | 7 57  | 15 10  | 11 15 | 12 35 | 3 5   | 4 0   | 5 50  | 9 40  | 12 9  | ..    | ..    | 8 30     | 1 40  | 8 30    | 12 9  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 324        | Wigston .....      | ..    | ..     | 10 10 | ..    | ..    | ..    | 12 48 | ..    | ..    | 9 50  | ..    | 8 40     | ..    | 8 40    | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 384        | Broughton-astly .. | ..    | ..     | 10 25 | ..    | ..    | ..    | 1 9   | ..    | ..    | 10 5  | ..    | 8 50     | ..    | 8 55    | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 414        | Ullesthorpe .....  | ..    | 8 40   | 10 35 | 11 45 | 1 18  | 3 27  | ..    | 6 20  | 10 15 | 12 8  | ..    | 9 10     | 2 10  | 9 10    | 12 30 | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 494        | Rugby ..arr.       | 7 55  | 9 0    | 11 0  | 12 15 | 1 50  | 4 0   | 4 45  | 6 45  | 10 40 | 12 10 | ..    | 9 30     | 2 30  | 9 30    | 1 10  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Coventry .....     | 10 2  | 10 2   | 11 39 | 2 52  | ..    | ..    | 9 15  | 9 17  | 12 0  | ..    | ..    | ..       | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| —          | Birmingham .....   | 10 50 | 10 50  | 12 40 | 3 40  | ..    | ..    | 19 0  | 10 0  | 12 50 | ..    | ..    | ..       | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |
| 132        | London .....       | 11 0  | 12 30  | 3 45  | 7 0   | 7 15  | 7 15  | 10 30 | ..    | 4 45  | ..    | ..    | 1 0      | 6 45  | ..      | 4 45  | ..      | ..    | ..      | ..    | ..      | ..    | ..      |       |  |

**DOWN TRAINS.**

**Derby to Leeds.**

**Sundays.**

| STATIONS.          |       |       |       |       |       |      |      |       |       |       |       |      |      |    |
|--------------------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|------|------|----|
|                    | mail  | 1     | 2     | 3     | 4     | 5    | 6    | 7     | 8     | 9     | 10    | 11   | 12   | 13 |
| Departure from     | mail  |       |       |       |       |      |      |       |       |       | mail  |      |      |    |
| LONDON             | 9 0   |       |       |       |       |      |      |       |       |       | 9 0   |      |      |    |
| BIRMINGHAM         | 12 34 |       |       | 7 0   |       |      |      |       |       |       | 12 34 |      |      |    |
|                    |       |       |       |       |       |      |      |       |       |       |       |      |      |    |
| DERBY              | 2 34  | 6 0   | 9 20  | 12 0  | 12 30 | 1 45 | 4 0  | 5 0   | 6 0   | 2 34  | 6 45  | 3 45 | 5 0  |    |
| Duffield, Arrival  |       | 6 9   | 9 32  |       |       |      |      | 5 15  |       |       | 6 54  | 5 15 | 5 9  |    |
| Belper             |       | 6 17  | 9 38  |       | 12 45 |      | 4 13 | 5 23  | 6 20  |       | 7 2   | 3 58 | 5 17 |    |
| Amber Gate         |       | 6 28  | 9 47  |       | 12 55 |      | 4 23 | 5 36  | 6 30  |       | 7 13  | 4 8  | 5 28 |    |
| Wingfield          |       | 6 40  | 9 57  |       |       |      | 4 30 | 5 50  | 6 40  |       | 7 25  | 4 19 | 5 40 |    |
| Stretton           |       | 6 50  | 10 4  |       |       |      |      | 6 5   |       |       | 7 36  | 5 50 |      |    |
| Clay Cross         |       | 6 58  | 10 10 |       |       |      |      | 6 15  |       |       | 7 43  | 5 58 |      |    |
| Chesterfield       | 3 21  | 7 8   | 10 25 | 12 45 | 1 30  | 2 25 | 4 45 | 6 31  | 7 10  | 3 21  | 7 53  | 4 42 | 6 8  |    |
| Staveley           |       | 7 17  | 10 35 |       | 1 37  |      |      | 6 45  |       |       | 8 2   | 5 17 |      |    |
| Eckington          |       | 7 23  | 10 42 |       | 1 45  |      | 5 0  | 7 0   | 7 25  |       | 8 8   | 4 56 | 6 23 |    |
| Woodhouse Mill     |       | 7 34  | 10 55 |       |       |      |      | 7 20  |       |       | 8 19  | 5 6  | 6 34 |    |
| Masbro'            | 3 55  | 7 45  | 11 15 | 1 20  | 2 10  | 3 0  | 5 20 | 7 40  | 7 50  | 3 55  | 8 30  | 5 16 | 6 45 |    |
|                    |       |       |       |       |       |      |      |       |       |       |       |      |      |    |
| 45 SHEFFIELD.      | 4 20  | 8 10  | 11 35 |       | 2 30  | 3 20 | 5 45 | 8 15  | 8 15  | 4 20  | 9 10  | 5 45 | 7 0  |    |
| Departure          | 8 30  | 7 15  | 10 45 |       | 1 40  | 2 30 | 4 50 | 7 20  | 7 20  | 3 30  | 8 0   | 4 50 | 6 15 |    |
| 45 Swinton         |       | 8 1   | 11 30 |       | 2 23  |      | 5 35 | 8 15  | 8 15  |       | 8 50  | 5 47 | 7 1  |    |
| 47 Wath            |       | 8 8   |       |       | 2 28  |      |      | 8 15  | 8 15  |       | 8 56  | 5 57 | 7 8  |    |
| 49 Darfield        |       | 8 15  | 11 40 |       |       |      |      | 8 20  | 8 20  |       | 9 2   | 6 7  | 7 15 |    |
| 51 Barnsley        | 4 31  | 8 28  | 11 50 |       | 2 43  |      | 5 50 | 8 30  | 8 30  | 4 31  | 9 15  | 5 52 | 7 28 |    |
| 53 Royston & Nottm |       | 8 39  |       |       |       |      |      | 8 38  | 8 38  |       | 9 26  | 6 7  | 7 39 |    |
| 55 Cakenshaw       | 4 55  | 8 49  | 12 5  |       | 3 0   |      | 6 10 | 8 48  | 8 48  | 4 55  | 9 38  | 6 10 | 7 49 |    |
| 57 Normanton       | 5 6   | 9 0   | 12 20 | 2 15  | 3 15  | 3 45 | 6 20 | 9 0   | 9 0   | 5 6   | 9 50  | 6 25 | 8 0  |    |
| 59 Methley         |       | 9 10  | 12 25 | 2 20  | 3 20  | 3 50 | 6 30 | 9 10  | 9 10  |       | 10 0  | 6 35 | 8 10 |    |
| 61 Woodlesford     |       | 9 15  | 12 30 | 2 25  | 3 24  | 3 55 | 6 35 | 9 15  | 9 15  |       | 10 5  | 6 40 | 8 15 |    |
| 63 LEEDS           | 4 45  | 9 15  | 12 50 | 2 50  | 3 45  | 4 15 | 6 50 | 9 40  | 9 40  | 4 45  | 10 25 | 6 55 | 8 30 |    |
|                    |       |       |       |       |       |      |      |       |       |       |       |      |      |    |
| 112 MANCHESTER     | 8 30  | 11 0  | 3 5   | 4 45  | 6 40  | 6 40 | 9 15 |       |       | 10 15 | 1 30  | 9 25 |      |    |
| 142 LIVERPOOL      |       | 2 10  | 5 25  |       | 9 45  | 9 45 |      |       |       |       | 6 40  |      |      |    |
| 87 YORK            | 6 10  | 11 20 | 2 0   | 3 20  | 4 30  | 4 40 | 7 30 | 10 15 | 10 15 |       | 6 10  | 7 30 |      |    |
| 11 HULL            | 7 10  | 12 15 | 3 0   |       | 5 25  | 5 15 | 9 0  |       |       |       | 7 10  | 9 0  |      |    |
| NEWCASTLE          | 10 0  | 3 20  | 6 15  | 7 15  | 7 45  | 7 45 | 11 0 |       |       |       | 10 0  | 11 0 |      |    |

**Sheffield and Rotherham.**

**From Sheffield.**

8½, 9½, 10½ & 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, and 8 p.m.

**From Rotherham.**

9, 10, & 11, a.m.; 12 noon, 1, 2, 3, 4, 5, 6, 7, and 8½ p.m.

On Sundays from Sheffield at 9 a.m.; 1½, 2½, 3½, and 8 p.m.—From Rotherham 9½ a.m.; 2, 6, 7, and 8½ p.m.

On Mondays an additional train from Sheffield at 7 a.m.

**FARES**—From Sheffield to Rotherham, 1st class 1s, 3rd 6d.; to Brightside, 1st class, 6d, 3rd, 3d; Rotherham to the Holmes, 1st class 6d, 3rd 3d; to Brightside, 1st class 8d, 3rd 4d.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fare 17s. 2d.

First class carriages are attached to all the trains; second class to all except No. 6; and third class carriages to Nos. 2 and 3.

Third class trains at one penny per mile:—From Leeds to London, at 6 a.m.; from Rugby to Leeds, at 1 40 p.m.; and from Derby at 5 p.m. On Sundays: From Leeds to Derby, at 7 30 a.m.; and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

**MIDLAND RAILWAY**—North Branch—(late North Midland.)

Chairman, G. Hudson.

**UP TRAINS.**

**Leeds to Derby**

**Sundays.**

| STATIONS.       |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                 | mail  | 1     | 2    | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    |
| Departure from  | mail  |       |      |       |       |       |       |       |       |       | mail  |       |       |       |
| Newcastle       | 10 30 |       |      |       |       |       |       | 5 30  | 8 30  |       | 10 15 | 2 30  | 10 50 | 2 30  |
| HULL            |       |       |      |       |       |       |       | 8 35  | 10 30 |       | 2 0   | 5 20  | 10 50 | 2 30  |
| YORK            | 2 0   |       |      | 5 30  | 5 30  |       |       | 9 50  | 11 45 |       | 3 0   | 6 28  | 3 0   | 6 45  |
| Liverpool       |       |       |      |       |       |       |       |       |       |       | 11 45 |       |       |       |
| Manchester      |       |       |      |       |       | 8 0   |       | 9 15  | 10 15 | 1 0   | 5 0   |       | 10 15 | 5 0   |
|                 |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| LEEDS           | 2 50  | 3 30  |      | 6 0   | 6 0   | 10 20 |       | 12 15 | 12 15 | 4 0   | 7 0   | 3 30  | 7 30  | 3 0   |
| Woodlesford ar. |       |       |      | 6 10  | 6 10  | 10 30 |       | 12 25 | 12 25 | 4 5   | 7 10  |       | 7 38  | 3 8   |
| Methley         |       |       |      | 6 15  | 6 15  | 10 35 |       | 12 30 | 12 30 | 4 13  | 7 15  |       | 7 43  | 3 13  |
| Normanton       | 3 10  | 4 0   |      | 6 30  | 6 30  | 10 45 | 11 0  | 12 45 | 1 0   | 4 25  | 7 44  | 4 0   | 7 54  | 3 24  |
| Cakenshaw       | 4 7   |       |      | 6 38  | 6 38  | 10 53 |       |       | 1 10  | 4 41  | 7 52  | 4 7   | 8 11  | 3 41  |
| Royston & Ntn.  |       |       |      | 6 48  | 6 48  | 11 0  |       |       |       | 4 53  |       |       | 8 23  | 3 53  |
| Barnsley        | 4 28  |       |      | 6 58  | 6 58  | 10 10 |       |       | 1 30  | 5 2   | 8 12  | 4 28  | 8 32  | 4 2   |
| Darfield        |       |       |      | 7 12  | 7 12  | 11 35 |       |       |       | 5 13  |       |       | 8 43  | 4 13  |
| Wath            |       |       |      | 7 18  | 7 18  | 11 45 |       |       | 1 45  | 5 18  |       |       | 8 48  | 4 18  |
| Swinton         |       |       |      | 7 24  | 7 24  | 11 51 | 25    |       | 1 50  | 5 25  | 8 27  |       | 8 55  | 4 25  |
| Masbro'         | 4 0   | 4 55  | 6 45 | 7 39  | 7 39  | 11 45 | 12 0  | 1 25  | 2 10  | 5 40  | 8 40  | 4 55  | 9 9   | 4 39  |
|                 |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| Sheffield       |       |       |      | 8 10  | 8 30  | 12 15 | 12 15 | 1 45  | 2 30  | 6 10  | 9 0   |       | 9 40  | 5 10  |
| Departure       |       |       |      | 6 20  | 7 15  | 10 40 | 11 20 |       | 12 55 | 1 40  | 5 15  | 8 15  |       | 8 40  |
|                 |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| Woodhouse Mill  |       |       |      | 7 5   | 7 53  | 3 27  |       |       |       | 5 59  |       |       | 9 29  | 4 59  |
| Eckington       |       |       |      | 7 20  | 8 8   | 3 45  | 12 5  |       |       | 2 35  | 6 11  |       | 9 44  | 5 14  |
| Staveley        |       |       |      | 7 25  | 8 55  |       |       |       |       | 2 40  | 6 23  |       | 9 53  | 5 23  |
| Chesterfield    | 4 35  | 5 38  | 7 39 | 8 27  | 9 8   | 12 20 | 12 35 | 1 55  | 2 50  | 6 35  | 9 19  | 5 38  | 10 5  | 5 35  |
| Clay Cross      |       |       |      | 7 51  |       | 9 20  |       |       |       | 3 0   | 6 47  |       | 10 17 | 5 47  |
| Stretton        |       |       |      | 8 0   |       | 9 27  |       |       |       | 6 57  |       |       | 10 27 | 5 57  |
| Wingfield       |       |       |      | 8 8   | 8 52  | 9 40  | 12 45 |       |       | 3 20  | 7 5   |       | 10 35 | 6 5   |
| Amber Gate      |       |       |      | 8 17  | 9 49  | 10 52 | 12 53 |       |       | 3 30  | 7 15  |       | 10 44 | 6 14  |
| Belper          |       |       |      | 6 58  | 8 26  | 9 15  | 10 0  | 1 0   |       | 3 40  | 7 25  | 9 59  | 6 5   | 10 53 |
| Duffield        |       |       |      | 8 33  |       | 10 5  |       |       |       |       | 7 30  |       | 10 59 | 6 29  |
| DERBY           | 5 40  | 6 40  | 9 0  | 9 40  | 10 30 | 1 30  | 1 40  | 2 45  | 4 10  | 8 0   | 10 26 | 6 40  | 11 20 | 6 50  |
|                 |       |       |      |       |       |       |       |       |       |       |       |       |       |       |
| Birmingham      | 10 20 | 10 20 |      | 12 30 | 1 40  | 3 30  | 3 50  | 6 30  | 6 30  | 10 20 | 12 31 | 10 20 |       | 8 40  |
| LONDON          | 11 0  | 1 0   |      | 3 45  | 7 0   | 7 15  | 7 15  | 7 55  | 10 15 |       | 4 45  | 1 0   | 6 45  | 4 45  |

London time is kept at all the Stations, except Sheffield.

**DAY TICKETS**, at a reduction of one-third on the double journey, are issued to first and second class Passengers, but on no account is to be transferred. A portion of the Ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. The trains for which these tickets are issued, or by which passengers may return, are: From Derby to Leeds at 6 and 9 20 a.m., 12½, 4, and 6 p.m.; from Leeds to Derby at 3½, 6, and 10 20 a.m., 12½ No. 9, and 4 p.m.

Nos. 3, 4, 5, 6, 7, 8, 9, 10, 12 & 13, are in connexion at Derby with trains to Nottingham; to Leicester and Loughborough by all the trains except the third and eighth.

Third class passengers will be conveyed from Leeds by the 6 a.m. train, arriving in London the same evening. Fare 17s. 2d.

First class carriages are attached to all the trains; second class to all except No. 8; and third class to Nos. 3, 10, and 14.

Passengers to and from Barnsley and Leeds, will be conveyed in the Omnibuses between Barnsley Town and Cudworth station, free of charge.

Time is allowed at Derby for refreshment.

\* The 6 a.m. train (No. 4) from Leeds cannot be depended upon, the Company having contemplated a change.

## MIDLAND RAILWAY—West Branch—(late Birmingham and Derby.)

| DOWN TRAINS.           |  | London & Birmingham to Derby. |      |       |       |      |      |       |       |       |      | Sundays. |      |
|------------------------|--|-------------------------------|------|-------|-------|------|------|-------|-------|-------|------|----------|------|
| STATIONS.              |  | 1                             | 2    | 3     | 4     | 5    | 6    | 7     | 8     | 9     | 10   |          |      |
| Departure from LONDON. |  | mail                          | a.m. | a.m.  | a.m.  | a.m. | a.m. | a.m.  | a.m.  | a.m.  | a.m. | a.m.     | a.m. |
| Covey.                 |  | ..                            | ..   | 6 15  | 7 4   | ..   | 11 0 | 12 30 | ..    | ..    | ..   | ..       | ..   |
| Hampden.               |  | ..                            | ..   | 10 0  | 11 55 | ..   | 2 52 | 4 40  | ..    | ..    | ..   | ..       | ..   |
| Galeshill arrival.     |  | ..                            | ..   | 10 30 | 11 21 | ..   | 3 45 | 5 10  | ..    | ..    | ..   | ..       | ..   |
| Birmingham.            |  | 12 34                         | 7 10 | 10 30 | 11 25 | 2 0  | 3 45 | 5 10  | 12 34 | 8 30  | 6 30 | ..       | ..   |
| Castle Bromwich.       |  | ..                            | 7 10 | ..    | 10 30 | 2 15 | ..   | 3 45  | ..    | 8 30  | 6 30 | ..       | ..   |
| Worcester.             |  | ..                            | 7 15 | ..    | 10 46 | 2 25 | ..   | 3 56  | ..    | 8 43  | 6 43 | ..       | ..   |
| Forge Mills.           |  | ..                            | 7 19 | ..    | 10 46 | 2 25 | ..   | 3 56  | ..    | 8 48  | 6 48 | ..       | ..   |
| Widmore Junction.      |  | ..                            | 7 25 | 10 50 | 1 45  | 2 40 | 4 10 | 6 23  | ..    | 8 53  | 6 53 | ..       | ..   |
| Kingsbury.             |  | ..                            | 7 30 | ..    | 11 0  | 2 45 | ..   | 4 15  | ..    | 9 0   | 7 0  | ..       | ..   |
| Widmore & Pazy.        |  | ..                            | 7 40 | 11 10 | 2 0   | 2 57 | 4 28 | 6 40  | ..    | 9 10  | 7 10 | ..       | ..   |
| Tarnworth.             |  | 1 10                          | 7 45 | 11 15 | 2 0   | 3 0  | 4 30 | 6 45  | 1 10  | 9 15  | 7 15 | ..       | ..   |
| Bakley & Alveans.      |  | ..                            | 8 0  | 11 25 | 2 15  | 3 30 | 4 45 | 7 0   | ..    | 9 30  | 7 30 | ..       | ..   |
| Burton & Walton.       |  | ..                            | 8 10 | 11 35 | 2 25  | 3 40 | 4 57 | 7 10  | ..    | 9 40  | 7 40 | ..       | ..   |
| Burton.                |  | 1 42                          | 8 10 | 11 35 | 2 35  | 3 50 | 5 0  | 7 20  | 1 42  | 9 50  | 7 50 | ..       | ..   |
| Derby arrival.         |  | ..                            | 8 35 | 11 55 | 3 5   | 4 45 | 5 40 | 8 0   | 2 19  | 10 20 | 8 20 | ..       | ..   |

London Time is kept at all the stations.

**DAY TICKETS.** at a reduction of one-third on the flexible journey, are issued to first and second class passengers, but on no account to be transferred. A portion of the ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, with- out which it will not be allowed. Day tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. The trains for which these tickets are issued, or by which passengers may return, are—From Derby to Birmingham, 53 and 104 a.m., 2, 45, and 84 p.m.; from Birmingham to Derby at 7 and 104 a.m., 1, 26, 33, and 6 p.m.

Trains, from Birmingham at 1d. per mile leave Derby for Birmingham at 11 20 a.m., and 6 30 p.m.; from Derby at 8 30 a.m., and 6 50 p.m., calling at all the stations. Burton & Tarnworth to London—First and second class passengers booked by trains Nos. 1, 2, & 4. First and second class carriages with Nos. 2 and 7 down, and 1, 5, and 6 up trains.

Sec., John Adamson, Forth, Newcastle-on-Tyne. **NEWCASTLE & CARLISLE—60 Mls.** Supt. Traffic, John Chantler. Length of Line from Carlisle Canal to Newcastle 602 miles.

| Going West            |  | 1    | 2     | 3     | 4    | 5    | 6    | Sunday | Fares. |      | Going East    | 1    | 2     | 3     | 4     | 5    | 6     | Sundays. |
|-----------------------|--|------|-------|-------|------|------|------|--------|--------|------|---------------|------|-------|-------|-------|------|-------|----------|
| STATIONS.             |  | a.m. | a.m.  | a.m.  | a.m. | a.m. | a.m. | a.m.   | a.m.   | a.m. | a.m.          | a.m. | a.m.  | a.m.  | a.m.  | a.m. | a.m.  | a.m.     |
| Trains from Newcastle |  | 6 0  | 9 0   | 11 0  | 2 0  | 4 0  | 6 45 | ..     | ..     | ..   | Trains leave  | 5 45 | 8 0   | 11 0  | 2 0   | 4 0  | 6 45  | ..       |
| Gateshead             |  | ..   | 8 50  | 10 50 | 1 50 | 3 50 | 6 35 | ..     | ..     | ..   | Carlisle      | ..   | 5 45  | 8 0   | 11 0  | 2 0  | 4 0   | 6 45     |
| Blaydon               |  | 6 15 | 9 15  | 11 15 | 1 55 | 3 55 | 7 0  | ..     | ..     | ..   | Milton        | 6 20 | 8 35  | 11 25 | 2 5   | 4 50 | 7 30  | 9 35     |
| Stockfield            |  | 6 45 | 9 45  | 11 45 | 2 45 | 4 45 | 7 30 | ..     | ..     | ..   | Rose Hill     | ..   | 6 55  | 9 10  | 11 55 | 2 40 | 5 25  | 8 10     |
| Hexham                |  | 7 13 | 10 13 | 12 13 | 3 13 | 5 13 | 7 58 | ..     | ..     | ..   | Haydon Bridge | 7 20 | 9 35  | 12 20 | 2 55  | 5 50 | 8 30  | 10 35    |
| Haydon Bdg.           |  | 7 38 | 10 38 | 12 38 | 3 38 | 5 38 | 8 23 | ..     | ..     | ..   | Hexham        | 7 45 | 10 12 | 12 45 | 3 30  | 6 15 | 8 53  | 11 07    |
| Haltwhistle           |  | 8 5  | 11 5  | 1 5   | 4 4  | 6 13 | 8 50 | ..     | ..     | ..   | Stockfield    | 8 30 | 10 25 | 1 5   | 3 55  | 6 40 | 9 15  | 11 25    |
| Rose Hill             |  | ..   | ..    | ..    | ..   | ..   | ..   | ..     | ..     | ..   | Blaydon       | 8 45 | 11 0  | 1 35  | 4 30  | 7 15 | 9 45  | 12 08    |
| Milton                |  | 8 45 | 11 45 | 1 45  | 5 45 | 7 0  | 9 30 | ..     | ..     | ..   | Gateshead     | 9 5  | 11 20 | 4 50  | 5 20  | 7 35 | 10 5  | ..       |
| Carlisle              |  | 9 15 | 12 15 | 2 15  | 6 15 | 7 30 | 10 0 | ..     | ..     | ..   | Newcastle     | 9 0  | 11 15 | 2 0   | 4 45  | 7 30 | 10 12 | 15 8     |

Nos. 3 west, and 3 east are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east are mails.

On Saturdays, Newcastle to Blaydon at 5 p.m., third class.

FARES between Newcastle and Carlisle.—First class, 11s.; second class, 8s. 6d.; third class, 5s.

Sec., A. Bassett, Hartlepool. **STOCKTON AND HARTLEPOOL AND CLARENCE.** Manager, R. Robinson.

| Stockton to Hartlepool.   |                  | Hartlepool to Stockton.   |                 | Sunday Trains leave       |                 |
|---------------------------|------------------|---------------------------|-----------------|---------------------------|-----------------|
| STATIONS.                 |                  | STATIONS.                 |                 | STATIONS.                 |                 |
| Week Days.                |                  | Week Days.                |                 | Week Days.                |                 |
| Trains leave              |                  | Trains leave              |                 | Trains leave              |                 |
| Darlington via Ferryhill. | a.m. 7 15 10 50  | Sunderland                | a.m. 7 30 10 15 | Stockton                  | a.m. 7 30 10 15 |
| Darlington via Stockton.  | a.m. 9 0 11 50   | Hartlepool                | a.m. 8 10 11 0  | Hartlepool                | a.m. 8 10 11 0  |
| Stockton                  | a.m. 8 0 10 20   | Seaton                    | a.m. 8 15 10 10 | Seaton                    | a.m. 8 15 10 10 |
| Billingham                | a.m. 8 15 10 35  | Billingham                | a.m. 8 30 10 25 | Billingham                | a.m. 8 30 10 25 |
| Port Clarence             | a.m. 7 50 10 10  | Port Clarence, arrival.   | a.m. 8 50 11 5  | Port Clarence             | a.m. 8 50 11 5  |
| Seaton                    | a.m. 8 30 10 50  | Stockton                  | a.m. 8 50 11 45 | Stockton                  | a.m. 8 50 11 45 |
| Hartlepool arrival        | a.m. 8 45 11 5   | Darlington via Stockton.  | a.m. 9 35 11 55 | Darlington via Stockton.  | a.m. 9 35 11 55 |
| Sunderland                | a.m. 10 15 12 45 | Darlington via Ferryhill. | a.m. 12 10 ..   | Darlington via Ferryhill. | a.m. 12 10 ..   |

Sunday fare from Stockton to Seaton and Hartlepool and back—First class, 2s., Second class 1s. 6d.

A Market Train leaves Tod Hills at 8 1/2, and Coxhoe at 9 a.m. for Stockton every Saturday, and returns at 3 3/4 p.m.—Fare there and back 6d.

A third class carriage is attached to the first and last trains to and from Stockton and Ferryhill; and also to the first and last trains to and from Stockton & Hartlepool.

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| UP.<br>Departure<br>from | Exprs. |    |    |    |    |    |     |    |    |    |
|--------------------------|--------|----|----|----|----|----|-----|----|----|----|
|                          | 1      | 2  | 3  | 4  | 5  | 6  | 7   | 8  | 9  | 10 |
| York to Leeds            | 7      | 0  | 9  | 0  | 9  | 50 | Ex. | 12 | 30 | 3  |
| Selby & Hull             | 7      | 0  | 9  | 0  | 9  | 50 | 12  | 30 | 3  | 0  |
| Manchester               | 2      | 0  | 5  | 30 | 7  | 0  | 9   | 0  | 9  | 50 |
| Derby                    | 2      | 0  | 5  | 30 | 7  | 0  | 9   | 0  | 9  | 50 |
| Birmingham               | 2      | 0  | 5  | 30 | 7  | 0  | 9   | 0  | 9  | 50 |
| London                   | 2      | 0  | 5  | 30 | 7  | 0  | 9   | 0  | 9  | 50 |
| Arrival at               |        |    |    |    |    |    |     |    |    |    |
| Bolton Percy             | 5      | 45 | 7  | 20 | 10 | 5  | 12  | 45 | 3  | 15 |
| Sherburn                 | 6      | 0  | 7  | 35 | 10 | 25 | 1   | 5  | 3  | 30 |
| Burton Salmn             | 6      | 10 | 7  | 50 | 10 | 40 | 1   | 20 | 3  | 30 |
| CASTLEFRID               | 6      | 15 | 8  | 0  | 9  | 45 | 10  | 25 | 1  | 35 |
| SELBY                    | 8      | 0  | 11 | 0  | 11 | 0  | 1   | 40 | 4  | 10 |
| NORMANTN                 | 4      | 1  | 6  | 40 | 8  | 25 | 10  | 0  | 11 | 24 |
| LEEDS                    | 8      | 30 | 10 | 0  | 11 | 20 | 2   | 0  | 4  | 30 |
| Hull Arrival             | 9      | 30 | 12 | 15 | 3  | 0  | 5   | 25 | 9  | 0  |
| Derby                    | 5      | 40 | 10 | 30 | 1  | 40 | 2   | 45 | 8  | 0  |
| Manchester               | 8      | 30 | 9  | 45 | 10 | 30 | 12  | 40 | 2  | 5  |
| Birmingham               | 10     | 20 | 12 | 30 | 3  | 50 | 6   | 30 | 10 | 20 |
| London                   | 1      | 0  | 3  | 45 | 7  | 15 | 7   | 55 | 4  | 45 |

| DOWN.<br>Departure from | Exprs. |    |    |    |    |    |    |    |    |    |
|-------------------------|--------|----|----|----|----|----|----|----|----|----|
|                         | 1      | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| Leeds to York           | 4      | 45 | 7  | 0  | 9  | 50 | 10 | 20 | 12 | 30 |
| Selby to York           | 7      | 15 | 10 | 5  | 11 | 40 | 1  | 3  | 20 | 3  |
| Arrival at              |        |    |    |    |    |    |    |    |    |    |
| Castleford              | 5      | 22 | 7  | 25 | 10 | 15 | 12 | 55 | 3  | 25 |
| Burton Salmon           | 7      | 40 | 10 | 30 | 1  | 10 | 3  | 40 | 7  | 5  |
| Sherburn                | 7      | 55 | 10 | 45 | 12 | 5  | 1  | 25 | 4  | 0  |
| Bolton Percy            | 8      | 10 | 11 | 0  | 12 | 25 | 1  | 40 | 4  | 15 |
| York                    | 6      | 12 | 30 | 11 | 12 | 12 | 40 | 2  | 4  | 30 |
| Departure from Exp      |        |    |    |    |    |    |    |    |    |    |
| Normantn to York        | 5      | 11 | 7  | 5  | 9  | 50 | 12 | 35 | 2  | 30 |
| Castleford, ar.         | 5      | 22 | 7  | 20 | 10 | 5  | 12 | 55 | 2  | 20 |
| Burton Salmon           | 7      | 40 | 10 | 30 | 1  | 10 | 3  | 40 | 7  | 5  |
| Bolton Percy            | 8      | 10 | 11 | 0  | 12 | 25 | 1  | 40 | 4  | 15 |
| York                    | 6      | 12 | 30 | 11 | 12 | 12 | 40 | 2  | 4  | 30 |
| Darlington              | 8      | 20 | 10 | 50 | 1  | 30 | 4  | 10 | 5  | 30 |
| Newcastle               | 10     | 0  | 12 | 35 | 3  | 20 | 6  | 15 | 7  | 5  |
| Carlisle                | 2      | 15 | 5  | 15 | 7  | 30 | 10 | 0  | 11 | 0  |
| From Leeds to           |        |    |    |    |    |    |    |    |    |    |
| Selby & Hull            | 4      | 45 | 7  | 0  | 9  | 50 | 10 | 20 | 12 | 30 |

**SUNDAYS.**—From York, 3 a.m. mail, to Derby & London; 6.45 a.m. to Derby, Sheffield, Birmingham, Leicester, and London; 7 a.m. to Leeds, Selby, and Manchester; 6.28 p.m. to Sheffield, Derby, Birmingham, Leicester, London, Manchester, Selby, & Hull; and 6.45 p.m. to Leeds.  
By the 5½ a.m. train from York, 3rd class passengers arrive at Derby at 1½ a.m., and at London at 7 p.m.

**SUNDAYS.**—From Leeds, 4½ a.m. mail, to Selby & Hull; 7 a.m. to York & Selby; & 6.25 p.m. to York, Selby & Hull. From Selby 7½ a.m. to Leeds, York, and Manchester; 6½ p.m. to Leeds, York, and London, Mail.  
\*Trains marked thus \* are third class closed, at 1d. per mile.

**FARES.**—From York to Leeds, first class, 5s; second, 4s. To Hull, first class, 8s. 6d.; second, 7s. To Selby, first class, 3s. 6d.; second, 3s. To Manchester, first class, 17s.; second, 13s. To Rugby, first class 36s. 6d.; second 25s. 6d.

**WHITEY BRANCH.**—From Whitby to Pickering, at 6½ a.m. and 3 p.m.  
From Pickering to Whitby, at 9 a.m., and 2½ p.m.

**SCARBOROUGH BRANCH.—42½ Miles in length.**

**FROM YORK,** 7 20 a.m. mail; 9 a.m., 12, 3½, and 5½ p.m. On **SUNDAYS** at 7 20 a.m. mail.

**FROM SCARBOROUGH,** at 6½ & 9½ a.m.; 12½ noon, 3 20 p.m. mail, & 6 p.m. On **SUNDAYS** at 3 20 p.m. mail, stopping at all the stations.

**FROM SCARBOROUGH TO PICKERING,** at 6½ & 9 a.m., 12 noon, 3 20 & 5½ p.m. **FROM PICKERING TO YORK** and **SCARBOROUGH,** at 9 30 a.m., 12 30, 3 35, and 6½ p.m.; at 8½ a.m. to York only.

On Saturdays, from Leeds at 6, and York, at 7½ p.m., to Scarborough, arriving about 9 p.m.

Every York Thursday fortnight fair, a train will leave Scarborough at 5 a.m., and Pickering at 5½ a.m. for York.

**FARES.**—From York to Scarborough, first class, 9s.; second, 7s.; third, 5s

Secretary, George Locking, Hull.

**HULL & SELBY.**

Engr., John Timperley, Jun., Hull.

| Mls. | Up Trains.       | 1     | 2     | Ex-<br>press | 4     | 5     | 6     | mail  | Sundays | 7    | mail |
|------|------------------|-------|-------|--------------|-------|-------|-------|-------|---------|------|------|
|      | Departure.       | a.m.  | a.m.  | a.m.         | p.m.  | p.m.  | p.m.  | p.m.  | a.m.    | p.m. |      |
| 44   | Hull             | 5 55  | 8 35  | 10 30        | 2 0   | 3 55  | 5 20  | 5 55  | 5 20    |      |      |
| 74   | Hessle           | 6 5   | 8 46  | 10 40        | 2 11  | 4 6   | 5 30  | 6 5   | 5 30    |      |      |
| 74   | Ferrybridge      | 6 13  | 8 55  | 10 48        | 2 19  | 4 16  | 5 37  | 6 13  | 5 37    |      |      |
| 101  | Brough           | 6 21  | 9 2   | 10 54        | 2 26  | 4 25  | 5 45  | 6 21  | 5 44    |      |      |
| 162  | Stadthorpe       | 6 33  | 9 16  | 11 0         | 2 39  | 4 39  | 5 55  | 6 33  | 5 55    |      |      |
| 191  | Eastthorpe       | 6 39  | 9 24  | 11 0         | 2 45  | 4 47  | 6 0   | 6 39  | 6 0     |      |      |
| 224  | Howden           | 6 48  | 9 32  | 11 15        | 2 53  | 4 56  | 6 8   | 6 48  | 6 11    |      |      |
| 274  | Cliff            | 6 58  | 9 43  | 11 25        | 3 5   | 5 6   | 6 58  | 6 58  | 6 20    |      |      |
| 31   | Selby            | 7 15  | 10 0  | 11 40        | 3 20  | 5 15  | 6 30  | 7 5   | 6 30    |      |      |
| 55   | Leeds (arrival)  | 8 15  | 11 20 | 12 45        | 4 20  | 6 7   | 8 50  | 7 40  |         |      |      |
| 51   | York             | 8 30  | 11 20 | 12 40        | 4 30  | 6 10  | 8 30  | 7 30  |         |      |      |
| 51   | Newcastle        | 12 35 | 3 20  | 6 15         | 7 45  | 11 0  |       | 11 0  |         |      |      |
| 48   | Normanton arr.   | 8 25  | 11 0  | 12 35        | 4 20  | 6 7   | 8 45  | 7 30  |         |      |      |
| 91   | Wakefield arr.   | 8 33  | 11 10 | 1 34         | 5 8   | 8 30  | 11 0  | 8 20  |         |      |      |
| 98   | Manchester       | 10 30 | 1 30  | 3 57         | 0     | 10 30 | 1 30  | 10 50 |         |      |      |
| 130  | Liverpool        | 12 0  | 3 20  | 5 25         | 9 45  | 11 0  | 6 40  |       |         |      |      |
| 66   | Swinton          | 12 15 | 3 25  | 5 25         | 9 45  | 11 0  | 8 27  | 8 27  |         |      |      |
| 76   | Sheffield (arr.) | 12 15 | 3 25  | 5 25         | 9 45  | 11 0  | 8 27  | 8 27  |         |      |      |
| 1004 | Ambergate        | 12 15 | 3 25  | 5 25         | 9 45  | 11 0  | 8 27  | 8 27  |         |      |      |
| 111  | Derby            | 1 40  | 2 45  | 8 0          | 10 26 |       | 10 26 |       |         |      |      |
| 126  | Nottingham       | 3 15  | 4 50  | 9 25         | 11 0  | 12 9  |       | 12 9  |         |      |      |
| 141  | Leicester (arr.) | 3 5   | 4 0   | 9 40         | 12 9  |       | 12 9  |       |         |      |      |
| 152  | Birmingham       | 3 50  | 6 30  | 10 20        | 12 31 |       | 12 31 |       |         |      |      |
| 243  | London           | 7 15  | 7 55  | 11 0         | 4 45  |       | 4 45  |       |         |      |      |

| Mls. | Down Trns      | 1     | 2    | 3     | 4     | 5     | Ex-<br>press | 7     | Sunday | mail  | 9 |
|------|----------------|-------|------|-------|-------|-------|--------------|-------|--------|-------|---|
|      | Departure      | p.m.  | a.m. | a.m.  | a.m.  | a.m.  | a.m.         | a.m.  | p.m.   | a.m.  |   |
| 44   | London         | 9 0   |      |       |       | 6 15  | 9 0          | 10 30 | 9 0    | 7 10  |   |
| 74   | Birmingham     | 12 34 |      |       | 7 0   | 10 30 | 10 30        | 1 25  | 12 34  | 8 30  |   |
| 74   | Derby          | 2 34  |      | 6 0   | 9 20  | 12 30 | 1 45         | 4 0   | 2 34   | 3 45  |   |
| 101  | Ambergate arr. |       | 6 25 | 9 47  | 12 55 |       | 4 23         |       |        | 4 8   |   |
| 162  | Sheffield dep. | 3 30  |      | 7 15  | 10 45 | 1 40  | 2 30         | 4 50  | 3 30   | 4 50  |   |
| 191  | Swinton        |       | 8 1  | 11 30 | 2 23  |       | 5 35         |       |        | 5 34  |   |
| 224  | Onkenshaw      | 4 55  |      | 8 49  | 12 5  | 3 0   |              | 6 10  | 4 55   | 6 10  |   |
| 274  | Liverpool      |       |      |       | 9 0   |       | 11 45        | 2 0   |        | 8 0   |   |
| 31   | Manchester     |       |      | 6 45  | 10 15 |       | 1 0          | 4 0   |        | 10 15 |   |
| 55   | Halifax        |       | 5 30 | 8 18  | 11 30 |       | 2 6          | 5 3   |        | 11 30 |   |
| 51   | Wakefield      |       | 6 31 | 9 22  | 12 20 |       | 2 57         | 5 50  |        | 12 20 |   |
| 51   | Normanton      | 5 11  | 7 15 | 9 50  | 12 35 | 3 20  | 3 45         | 6 25  | 5 11   | 6 25  |   |
| 55   | Newcastle      |       |      | 5 30  | 8 30  | 10 15 |              | 1 0   |        | 2 30  |   |
| 51   | York           |       | 7 0  | 9 50  | 12 30 | 3 0   |              | 6 28  |        | 6 28  |   |
| 51   | Leeds          | 4 45  | 7 0  | 9 50  | 12 30 | 3 0   |              | 6 25  | 4 45   | 6 25  |   |
| 66   | Selby          | 5 50  | 8 10 | 10 55 | 1 40  | 4 10  | 4 15         | 7 35  | 5 50   | 7 35  |   |
| 76   | Cliff          |       | 8 17 | 11 2  |       | 4 16  |              | 7 41  | 5 56   | 7 41  |   |
| 1004 | Howden         | 6 8   | 8 27 | 11 14 | 1 56  | 4 28  |              | 7 54  | 6 8    | 7 54  |   |
| 111  | Eastthorpe     |       | 8 35 | 11 20 |       | 4 34  |              | 8 1   | 6 13   | 8 1   |   |
| 162  | Stadthorpe     | 6 19  | 8 41 | 11 27 | 2 8   | 4 41  |              | 8 7   | 6 19   | 8 7   |   |
| 191  | Brough         | 6 30  | 8 53 | 11 41 | 2 20  | 4 53  |              | 8 20  | 6 30   | 8 20  |   |
| 224  | Ferrybridge    | 6 38  | 9 31 | 11 47 | 2 28  | 5 1   |              | 8 27  | 6 38   | 8 27  |   |
| 274  | Hessle         | 6 45  | 9 10 | 11 54 | 2 35  | 5 8   |              | 8 35  | 6 45   | 8 35  |   |
| 31   | Hull           | 7 10  | 9 30 | 12 15 | 3 0   | 5 25  | 5 15         | 9 0   | 7 10   | 9 0   |   |

| Fares.       |         | Miles   |         | Ordinary Trains. |         | 1 Cls. 2 Cls. 3d Cls |         |
|--------------|---------|---------|---------|------------------|---------|----------------------|---------|
| from Hull to | s d s d | s d s d | s d s d | s d s d          | s d s d | s d s d              | s d s d |
| Selby        | 5       | 0       | 4       | 0                | 2       | 6                    |         |
| York         | 8       | 6       | 7       | 0                | 4       | 6                    |         |
| Darlington   | 19      | 6       | 15      | 0                | 10      | 6                    |         |
| Newcastle    | 29      | 6       | 22      | 0                |         |                      |         |
| Carlisle     | 48      | 0       | 36      | 0                |         |                      |         |
| Leeds        | 9       | 6       | 7       | 6                | 5       | 0                    |         |
| Sheffield    | 16      | 0       | 12      | 0                |         |                      |         |
| Normanton    | 9       | 0       | 7       | 0                | 4       | 6                    |         |
| Derby        | 26      | 6       | 19      | 6                | 16      |                      |         |
| Manchester   | 20      | 0       | 15      | 6                | 10      | 6                    |         |
| Birmingham   | 36      | 6       | 26      | 0                | 24      | 0                    |         |
| London       | 54      | 0       | 38      | 0                | 36      | 0                    |         |
| Liverpool    | 26      | 0       | 19      | 6                |         |                      |         |

First and second class passengers only conveyed by the 10 30 a.m. train from Hull.

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wressel Bridge, Bromflet, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations.

An Omnibus leaves Goole for the Howden Station, at 6 20 a.m. to meet Nos. 2 up and down trains; at 10 a.m., to meet Nos. 3 up & down trains; at 12 55 p.m., to meet Nos. 4 up and down trains; and at 4 55 p.m., to meet Nos. 6 up and 7 down trains.—N.B. The Fare includes the Ferry.

The Boston mail via New Holland, at 11 20 a.m., through Caistor, Market Rasen, and Horncastle, returning at 6 a.m., arriving in Hull about 2 p.m. This is the only conveyance direct connecting Hull with Lynn, Norwich, and Yarmouth. The mail every day at 1 55 p.m. to Lincoln, Fellingham, Peterborough, &c., at reduced fares.

Coches from Hull to Beverley at 7 30, 8 45 a.m., 12 55, and 4½ p.m.; also to Cottingham daily.

**BRIDLINGTON, &c.**—The Mail will depart at 8½ a.m. for Beverley, Driffield, Bridlington, Hunmanby, Filey, &c., returning in time for the mail train at 5 20 p.m.

\* Third class trains at a penny per mile.

| Miles. | Manchestr<br>to Leeds. | 1              | 2              | 3            | 4     | 5     | 6     | 7     | 8     | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16    | Sundays. |       |      |       |       | Fares. |       |  |
|--------|------------------------|----------------|----------------|--------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|-------|----------|-------|------|-------|-------|--------|-------|--|
|        |                        | chp.<br>class. | fast<br>class. | Ex-<br>press |       | Mail. |       |       | Fast  |      | Fast | Fast |      | Fast | Fast | chp. | Fast  | 2        | 3     | 4    | 5     | 1 Cl. | 2 Cl.  | 3 Cl. |  |
|        | Depart from            | a.m.           | a.m.           | a.m.         | a.m.  | a.m.  | a.m.  | a.m.  | noon  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  | a.m.     | a.m.  | a.m. | p.m.  | s. d. | s. d.  | s. d. |  |
|        | Hunt's Bnk             | 6 45           | 8 0            | 9 0          | 9 15  | 10 15 | 11 0  | 12 0  | 1 0   | 2 0  | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0   | 8 0      | 10 15 | 5 0  | 7 30  | 0 6   | 0 4    | 0 3   |  |
| 1      | Miles Platting J.      | 6 51           | 8 6            | 9 6          | 9 21  | 10 21 | 11 6  | 12 6  | 1 6   | 2 6  | 3 6  | 4 6  | 5 6  | 6 6  | 7 6  | 8 6  | 9 6   | 8 10     | 10 21 | 5 6  | 7 36  | 0 6   | 0 4    | 0 3   |  |
| 6      | Ashton                 | 6 59           | 8 14           | 9 14         | 9 30  | 10 30 | 11 14 | 12 14 | 1 14  | 2 14 | 3 14 | 4 14 | 5 14 | 6 14 | 7 14 | 8 14 | 9 14  | 8 18     | 10 27 | 5 14 | 7 42  | 1 0   | 0 9    | 0 6   |  |
| 5      | Middleton              | 7 4            | 8 16           | 9 16         | 9 32  | 10 32 | 11 17 | 12 17 | 1 17  | 2 17 | 3 17 | 4 17 | 5 17 | 6 17 | 7 17 | 8 17 | 9 17  | 8 19     | 10 30 | 5 17 | 7 47  | 1 0   | 0 9    | 0 6   |  |
| 7      | Oldham, Dep            | 6 45           | 8 0            | 9 0          | 9 10  | 10 15 | 11 50 | 1 0   | 2 0   | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0  | 8 10     | 10 20 | 4 45 | 7 30  | 0 6   | 0 4    | 0 3   |  |
| 9      | Blue Pits              | 7 17           | 8 32           | 9 32         | 9 43  | 10 48 | 11 28 | 12 28 | 1 28  | 2 28 | 3 28 | 4 28 | 5 28 | 6 28 | 7 28 | 8 28 | 9 28  | 8 32     | 10 42 | 5 32 | 7 52  | 1 0   | 0 9    | 0 6   |  |
| 10     | Hwood arr. dep.        | 7 32           | 8 47           | 9 47         | 10 0  | 11 43 | 12 43 | 1 43  | 2 43  | 3 43 | 4 43 | 5 43 | 6 43 | 7 43 | 8 43 | 9 43 | 10 43 | 8 47     | 10 57 | 5 47 | 7 57  | 1 0   | 0 9    | 0 6   |  |
| 11     | Rochdale               | 7 24           | 8 32           | 9 22         | 9 50  | 10 50 | 11 35 | 12 35 | 1 32  | 2 35 | 3 35 | 4 35 | 5 35 | 6 35 | 7 35 | 8 35 | 9 35  | 8 39     | 10 52 | 5 32 | 7 52  | 1 0   | 0 9    | 0 6   |  |
| 14     | Littleborough          | 7 32           | 8 47           | 9 47         | 10 0  | 11 43 | 12 43 | 1 43  | 2 43  | 3 43 | 4 43 | 5 43 | 6 43 | 7 43 | 8 43 | 9 43 | 10 43 | 8 47     | 10 57 | 5 47 | 7 57  | 1 0   | 0 9    | 0 6   |  |
| 18     | Walsden                | 7 45           | 9 00           | 10 00        | 10 10 | 11 55 | 12 55 | 1 55  | 2 55  | 3 55 | 4 55 | 5 55 | 6 55 | 7 55 | 8 55 | 9 55 | 10 55 | 9 0      | 11 10 | 5 50 | 8 20  | 1 0   | 0 9    | 0 6   |  |
| 20     | Todmorden              | 7 51           | 9 00           | 10 00        | 10 15 | 11 12 | 12 0  | 1 0   | 2 0   | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0  | 9 6      | 11 12 | 5 50 | 8 24  | 1 0   | 0 9    | 0 6   |  |
| 21     | Eastwood               | 7 57           | 9 06           | 10 06        | 10 20 | 11 12 | 12 5  | 1 5   | 2 5   | 3 5  | 4 5  | 5 5  | 6 5  | 7 5  | 8 5  | 9 5  | 10 5  | 9 12     | 11 18 | 5 50 | 8 40  | 1 0   | 0 9    | 0 6   |  |
| 24     | Hebden Bridge          | 8 2            | 9 11           | 10 11        | 10 25 | 11 10 | 12 10 | 1 10  | 2 10  | 3 10 | 4 10 | 5 10 | 6 10 | 7 10 | 8 10 | 9 10 | 10 10 | 9 17     | 11 23 | 5 50 | 8 45  | 1 0   | 0 9    | 0 6   |  |
| 26     | Luddendenfoot          | 8 11           | 9 0            | 10 0         | 10 34 | 11 19 | 12 19 | 1 19  | 2 19  | 3 19 | 4 19 | 5 19 | 6 19 | 7 19 | 8 19 | 9 19 | 10 19 | 9 26     | 11 32 | 5 50 | 8 54  | 1 0   | 0 9    | 0 6   |  |
| 33     | Sowerby Bridge         | 8 17           | 9 9            | 10 9         | 10 39 | 11 29 | 12 24 | 1 24  | 2 24  | 3 24 | 4 24 | 5 24 | 6 24 | 7 24 | 8 24 | 9 24 | 10 24 | 9 32     | 11 39 | 5 50 | 9 0   | 6 0   | 5 0    | 3 0   |  |
| 33     | Halifax dep.           | 5 30           | 6 45           | 7 45         | 8 02  | 9 10  | 10 43 | 11 30 | 12 25 | 1 25 | 2 25 | 3 25 | 4 25 | 5 25 | 6 25 | 7 25 | 8 25  | 9 33     | 11 30 | 6 08 | 9 1   | 7 0   | 5 0    | 3 0   |  |
| 30     | North Dean             | 5 36           | 6 51           | 7 51         | 8 14  | 9 38  | 10 46 | 11 36 | 12 31 | 1 31 | 2 31 | 3 31 | 4 31 | 5 31 | 6 31 | 7 31 | 8 31  | 9 39     | 11 36 | 6 14 | 9 1   | 7 0   | 5 0    | 3 0   |  |
| 31     | Elland                 | 5 38           | 6 53           | 7 53         | 8 17  | 9 51  | 10 51 | 11 36 | 12 36 | 1 36 | 2 36 | 3 36 | 4 36 | 5 36 | 6 36 | 7 36 | 8 36  | 9 44     | 11 40 | 6 14 | 9 12  | 7 0   | 5 0    | 3 0   |  |
| 31     | Brighouse              | 5 39           | 6 54           | 7 54         | 8 19  | 9 58  | 10 58 | 11 47 | 12 51 | 1 43 | 2 43 | 3 43 | 4 43 | 5 43 | 6 43 | 7 43 | 8 43  | 9 52     | 11 47 | 6 24 | 9 20  | 7 0   | 5 0    | 3 0   |  |
| 36     | Cooper Bdg             | 5 55           | 7 10           | 8 10         | 8 32  | 9 54  | 10 54 | 11 47 | 12 52 | 1 42 | 2 42 | 3 42 | 4 42 | 5 42 | 6 42 | 7 42 | 8 42  | 9 52     | 11 55 | 6 32 | 9 25  | 7 0   | 5 0    | 3 0   |  |
| 38     | Mirfield               | 6 18           | 7 33           | 8 33         | 8 55  | 10 12 | 11 12 | 12 5  | 1 5   | 2 5  | 3 5  | 4 5  | 5 5  | 6 5  | 7 5  | 8 5  | 9 5   | 10 7     | 11 55 | 6 32 | 9 25  | 7 0   | 5 0    | 3 0   |  |
| 41     | Dewsbury               | 6 78           | 7 58           | 8 58         | 9 41  | 10 41 | 11 17 | 12 6  | 1 2   | 2 2  | 3 2  | 4 2  | 5 2  | 6 2  | 7 2  | 8 2  | 9 2   | 10 13    | 12 6  | 6 41 | 9 41  | 8 0   | 6 0    | 4 0   |  |
| 44     | Horbury                | 6 19           | 7 39           | 8 39         | 9 22  | 10 22 | 11 26 | 12 11 | 1 11  | 2 11 | 3 11 | 4 11 | 5 11 | 6 11 | 7 11 | 8 11 | 9 11  | 10 14    | 12 6  | 6 41 | 9 52  | 8 0   | 6 0    | 4 0   |  |
| 46     | Wakefield              | 6 31           | 7 52           | 8 52         | 9 37  | 10 37 | 11 20 | 12 2  | 1 2   | 2 2  | 3 2  | 4 2  | 5 2  | 6 2  | 7 2  | 8 2  | 9 2   | 10 17    | 12 6  | 6 41 | 10 5  | 8 0   | 6 0    | 4 0   |  |
| 51     | Normanton              | 6 40           | 8 02           | 9 02         | 10 15 | 11 15 | 12 30 | 1 42  | 2 42  | 3 42 | 4 42 | 5 42 | 6 42 | 7 42 | 8 42 | 9 42 | 10 17 | 11 15    | 12 10 | 6 41 | 10 12 | 8 0   | 6 0    | 4 0   |  |
| 61     | Leeds arr.             | 7 0            | 8 10           | 9 10         | 10 11 | 11 15 | 1 2   | 2 0   | 3 0   | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0 | 11 0  | 12 10    | 1 7   | 30   | 10 45 | 13 0  | 10 0   | 7 0   |  |

On SUNDAYS, an extra Train from Halifax to Leeds at 8 10 a.m.

\* Every alternate Wednesday this Train will leave Todmorden at 5 a.m.

Third Class Passengers will be booked to any station by the trains numbered 1, 2, 5, 7, 8, 10, 11, 14 &amp; 15. Fourth Class, or Cheap Trains, One Penny per mile. The first train leaving Halifax at 5 34 a.m. will also convey Passengers at parliamentary fares.

**ASHTON BRANCH.**—MANCHESTER TO ASHTON, at 7 2, 9, 10, & 11 10 a.m.; 12 50, 1 50, 3 10, 4 10, 5 20, 6 40, & 8 4 1/2 p.m. On SUNDAYS, at 8 4 and 10 4 a.m.; 1 4, 6, and 9 1/2 p.m.

From ASHTON TO MANCHESTER, at 6, 8, 9 1/2, 10 40, and 11 1/2 a.m.; 1 20, 2 20, 3 4, 4 40, 5 3, and 7 3 p.m. On SUNDAYS, at 7 1/2 and 9 4 a.m.; 1, 4 1/2, and 7 3 p.m.

**WEEK-DAY TRAINS.**—Trains numbered 1, 2, 3, 4, 5, 6, 9, and 13 are in connexion, at Normanton, with Trains for Sheffield, Chesterfield, Derby, and the South. Trains numbered 1, 2, 5, 7, 8, 10, 11, 14 & 15 are in connexion, at Normanton, with Trains for York, Hull, Selby, Darlington, and Newcastle.—No. 14, for York, and Nos. 1, 2, 7, and 9, for Scarborough. No. 4, Express, Manchester to Leeds in two hours, for 1st Class Passengers only.**SUNDAY TRAINS.**—No. 2, Manchester to Leeds, calling at all the stations.—No. 3, Mail, Liverpool and Manchester to Leeds. Passengers proceeding by this Train will have to wait at Normanton until 3 21 p.m. for Sheffield, Chesterfield, Derby, &c.; and until 4 25 for Selby and Hull, and 5 30 p.m. for York, Darlington, and Newcastle.—No. 4, Manchester to Leeds, Sheffield, Chesterfield, Derby, & London.—No. 5, Liverpool and Manchester to Leeds.

Return day tickets, not transferable, issued to first and second class passengers between Manchester and the following places, at the fares annexed.—Sowerby Bridge, North Dean, Halifax, or Elland, 10s. 6d.; Brighouse, 11s.; Bradford, 13s. 10s. 6d.; Huddersfield, 10s. 8s.; Dewsbury, 13s.; 10s. 6d.; Wakefield, 15s.; Leeds, 19s. 6d.; 15s.

| Superintendent, J. M. Laws, K.N. |                          |      |       |       |       | MANCHESTER AND LEEDS. |       |       |       |      |      |      |      |      |       |       | Chairman, H. Houldsworth. |       |      |       |        |       |       |       |  |  |  |
|----------------------------------|--------------------------|------|-------|-------|-------|-----------------------|-------|-------|-------|------|------|------|------|------|-------|-------|---------------------------|-------|------|-------|--------|-------|-------|-------|--|--|--|
| Miles.                           | Leeds to Manchester.     | 1    | 2     | 3     | 4     | 5                     | 6     | 7     | 8     | 9    | 10   | 11   | 12   | 13   | 14    | 15    | SUNDAYS.                  |       |      |       | FARES. |       |       |       |  |  |  |
|                                  |                          | chp. | Fast  | Exp   | mail. | Fast                  | Fast  | Fast  | Fast  | Fast | Fast | Fast | Fast | Fast | Fast  | mail  | 1                         | mail  | 4    | mail  | 1 cl   | 2 cl  | 3 cl  | 4 Cl  |  |  |  |
|                                  | Depart from              | a.m. | a.m.  | a.m.  | a.m.  | a.m.                  | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  | p.m.  | a.m.                      | a.m.  | p.m. | p.m.  | s. d.  | s. d. | s. d. | s. d. |  |  |  |
|                                  | Leeds                    | 5 30 | 6 30  | 8 0   | 9 0   | 9 40                  | 10 10 | 11 15 | 12 15 | 1 15 | 2 15 | 3 40 | 4 30 | 5 06 | 6 07  | 7 03  | 7 00                      | 10 06 | 10 8 | 9 0   | 2 0    | 1 6   | 1 0   | 1 2   |  |  |  |
| 9                                | Normanton                | 5 50 | 6 50  | 8 25  | 9 18  | 10 01                 | 11 01 | 11 35 | 12 35 | 1 35 | 2 35 | 4 00 | 4 50 | 5 26 | 6 27  | 7 23  | 7 20                      | 11 06 | 30   | 8 20  | 2 0    | 1 6   | 1 0   | 1 2   |  |  |  |
| 13                               | Wakefield                | 6 07 | 7 07  | 8 33  | 9 23  | 10 10                 | 11 10 | 11 45 | 1 45  | 2 45 | 3 45 | 4 40 | 5 30 | 6 06 | 7 07  | 8 03  | 7 30                      | 11 10 | 30   | 8 30  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 17                               | Horbury                  | 6 10 | 7 11  | 8 37  | 9 27  | 10 14                 | 11 14 | 11 49 | 1 49  | 2 49 | 3 49 | 4 44 | 5 34 | 6 10 | 7 11  | 8 07  | 7 33                      | 11 13 | 30   | 8 33  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 20                               | Dewsbury                 | 6 20 | 7 22  | 8 45  | 9 35  | 10 22                 | 11 22 | 11 57 | 1 57  | 2 57 | 3 57 | 4 52 | 5 42 | 6 18 | 7 19  | 8 15  | 7 41                      | 11 23 | 30   | 9 00  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 22                               | Mirfield                 | 6 25 | 7 28  | 8 51  | 9 41  | 10 28                 | 11 28 | 12 03 | 1 03  | 2 03 | 3 03 | 4 08 | 4 58 | 5 34 | 6 35  | 7 31  | 7 58                      | 11 28 | 30   | 9 05  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 26                               | Cooper Bridge            | 6 30 | 7 34  | 8 54  | 9 45  | 10 32                 | 11 32 | 12 07 | 1 07  | 2 07 | 3 07 | 4 12 | 5 02 | 5 38 | 6 39  | 7 35  | 8 02                      | 11 33 | 30   | 9 05  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 26                               | Brighouse                | 6 36 | 7 41  | 8 59  | 9 50  | 10 37                 | 11 37 | 12 12 | 1 12  | 2 12 | 3 12 | 4 17 | 5 07 | 5 43 | 6 44  | 7 40  | 8 07                      | 11 39 | 30   | 9 11  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 31                               | Elland arrival           | 6 45 | 7 51  | 9 11  | 10 01 | 10 48                 | 11 48 | 12 23 | 1 23  | 2 23 | 3 23 | 4 28 | 5 18 | 5 54 | 6 55  | 7 51  | 8 18                      | 11 49 | 30   | 9 16  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 31                               | North Dean               | 6 47 | 7 55  | 9 15  | 10 05 | 10 52                 | 11 52 | 12 27 | 1 27  | 2 27 | 3 27 | 4 32 | 5 22 | 5 58 | 6 59  | 7 55  | 8 22                      | 11 53 | 30   | 9 18  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 33                               | Halifax dep.             | 6 42 | 7 50  | 9 10  | 10 00 | 10 47                 | 11 47 | 12 22 | 1 22  | 2 22 | 3 22 | 4 27 | 5 17 | 5 53 | 6 54  | 7 50  | 8 17                      | 11 55 | 30   | 9 20  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 33                               | Sowerby Bridge           | 6 56 | 8 3   | 9 16  | 10 06 | 10 53                 | 11 53 | 12 28 | 1 28  | 2 28 | 3 28 | 4 33 | 5 23 | 6 09 | 7 10  | 8 06  | 8 33                      | 12 03 | 30   | 9 27  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 34                               | Luddendenfoot            | 7 18 | 9     | 9 28  | 10 18 | 11 05                 | 12 05 | 12 40 | 1 40  | 2 40 | 3 40 | 4 45 | 5 35 | 6 21 | 7 22  | 8 18  | 8 45                      | 12 15 | 30   | 9 32  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 34                               | Hebden Bridge.           | 7 18 | 9     | 9 28  | 10 18 | 11 05                 | 12 05 | 12 40 | 1 40  | 2 40 | 3 40 | 4 45 | 5 35 | 6 21 | 7 22  | 8 18  | 8 45                      | 12 15 | 30   | 9 32  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 40                               | Eastwood                 | 7 19 | 9 28  | 9 43  | 10 33 | 11 20                 | 12 20 | 12 55 | 1 55  | 2 55 | 3 55 | 4 50 | 5 40 | 6 26 | 7 27  | 8 23  | 8 50                      | 12 21 | 30   | 9 38  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 41                               | Todmorden                | 7 30 | 8 40  | 9 43  | 10 33 | 11 20                 | 12 20 | 12 55 | 1 55  | 2 55 | 3 55 | 4 50 | 5 40 | 6 26 | 7 27  | 8 23  | 8 50                      | 12 21 | 30   | 9 38  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 43                               | Walsden                  | 7 37 | 8 48  | 9 51  | 10 41 | 11 28                 | 12 28 | 13 03 | 1 03  | 2 03 | 3 03 | 4 08 | 4 58 | 5 44 | 6 45  | 7 41  | 8 08                      | 12 28 | 30   | 9 45  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 47                               | Littleborough            | 7 48 | 9 0   | 10 03 | 10 53 | 11 40                 | 12 40 | 13 15 | 1 15  | 2 15 | 3 15 | 4 20 | 5 10 | 5 56 | 6 57  | 7 53  | 8 20                      | 12 33 | 30   | 9 56  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 47                               | Rochdale                 | 7 57 | 9 10  | 10 10 | 11 00 | 11 47                 | 12 47 | 13 22 | 1 22  | 2 22 | 3 22 | 4 27 | 5 17 | 6 03 | 7 04  | 8 00  | 8 27                      | 12 33 | 30   | 9 56  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 47                               | Blue Pits                | 8 49 | 16    | 10 10 | 11 00 | 11 47                 | 12 47 | 13 22 | 1 22  | 2 22 | 3 22 | 4 27 | 5 17 | 6 03 | 7 04  | 8 00  | 8 27                      | 12 33 | 30   | 9 56  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 47                               | Heywood { arrival.       | 8 19 | 31    | 10 11 | 11 01 | 11 48                 | 12 48 | 13 23 | 1 23  | 2 23 | 3 23 | 4 28 | 5 18 | 6 04 | 7 05  | 8 01  | 8 28                      | 12 34 | 30   | 10 06 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
|                                  | dep.                     | 7 49 | 9 1   | 10 02 | 10 52 | 11 39                 | 12 39 | 13 14 | 1 14  | 2 14 | 3 14 | 4 19 | 5 09 | 5 55 | 6 56  | 7 52  | 8 19                      | 12 34 | 30   | 9 56  | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 55                               | Middleton                | 8 14 | 9 27  | 10 16 | 11 06 | 11 53                 | 12 53 | 13 28 | 1 28  | 2 28 | 3 28 | 4 33 | 5 23 | 6 09 | 7 10  | 8 06  | 8 33                      | 12 35 | 30   | 10 07 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 57                               | Oldham arrival.          | 8 55 | 10 3  | 11 12 | 12 02 | 12 49                 | 1 49  | 2 36  | 3 26  | 4 16 | 5 06 | 6 11 | 7 01 | 7 37 | 8 38  | 9 34  | 10 01                     | 12 36 | 30   | 10 12 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 59                               | Miles Platting Junction. | 8 24 | 9 38  | 10 25 | 11 15 | 12 02                 | 1 02  | 2 53  | 3 43  | 4 33 | 5 23 | 6 18 | 7 08 | 7 44 | 8 45  | 9 41  | 10 08                     | 12 37 | 30   | 10 13 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 66                               | Ashton                   | 9 20 | 10 20 | 11 30 | 11 30 | 1 20                  | 2 20  | 3 30  | 4 30  | 5 40 | 6 40 | 7 50 | 8 50 | 9 50 | 10 50 | 11 50 | 12 00                     | 12 38 | 30   | 10 14 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |
| 1                                | Manchester               | 8 30 | 9 45  | 10 30 | 11 01 | 1 13                  | 2 13  | 3 13  | 4 13  | 5 13 | 6 13 | 7 13 | 8 13 | 9 13 | 10 13 | 11 13 | 12 00                     | 12 39 | 30   | 10 15 | 3 0    | 2 0   | 1 0   | 1 2   |  |  |  |

John Parker, M.P., Chairman.

SHEFFIELD & MANCHESTER.

James Meadows, Sec., Offices, London Road, Manchester.

Alfred S. Jee, Engineer.

John Plattford, Goods Manager.

| Dist. |  | Down Trains. |  |  |  |  |  |  |  |  |  | Sundays. |  |  |  |  |  |  |  |  |  | FARES.            |  |  |
|-------|--|--------------|--|--|--|--|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|-------------------|--|--|
|       |  | 1 chp. exp.  |  |  |  |  |  |  |  |  |  | 1 chp    |  |  |  |  |  |  |  |  |  | 1st 2nd 3rd       |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | class class class |  |  |
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|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
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|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  | p.m.     |  |  |  |  |  |  |  |  |  | chp. 2d 3d        |  |  |
|       |  | a.m.         |  |  |  |  |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |                   |  |  |

Lieut. Gretton, R.N., Superintendent.

| Dist. | Up Trains.   | 1 chp. 2 3 4 5 exp. 7 8 9 10 |       |       |       |       |       |      |      |      |      | Sundays. |        |        |        |        |        |        |        |        |         | FARES. |     |     |
|-------|--------------|------------------------------|-------|-------|-------|-------|-------|------|------|------|------|----------|--------|--------|--------|--------|--------|--------|--------|--------|---------|--------|-----|-----|
|       |              | a.m.                         | 2     | 3     | 4     | 5     | exp.  | 7    | 8    | 9    | 10   | 1 chp.   | 2 chp. | 3 chp. | 4 chp. | 5 chp. | 6 chp. | 7 chp. | 8 chp. | 9 chp. | 10 chp. | 1st    | 2nd | 3rd |
| 41    | MANCHESTER   | 8 0                          | 10 0  | 10 30 | 11 00 | 11 30 | 12 00 | 1 00 | 1 15 | 1 30 | 1 45 | 8 0      | 8 15   | 8 30   | 8 45   | 9 0    | 9 15   | 9 30   | 9 45   | 10 0   | 10 15   | 1st    | 2nd | 3rd |
| 42    | Adwick       | 8 15                         | 10 15 | 10 45 | 11 15 | 11 45 | 12 15 | 1 15 | 1 30 | 1 45 | 1 55 | 8 15     | 8 30   | 8 45   | 9 0    | 9 15   | 9 30   | 9 45   | 10 0   | 10 15  | 10 30   | 1st    | 2nd | 3rd |
| 43    | Gorton       | 8 30                         | 10 30 | 11 00 | 11 30 | 12 00 | 1 30  | 1 45 | 1 55 | 2 10 | 2 20 | 8 30     | 8 45   | 9 0    | 9 15   | 9 30   | 9 45   | 10 0   | 10 15  | 10 30  | 10 45   | 1st    | 2nd | 3rd |
| 44    | Fairfield    | 8 45                         | 10 45 | 11 15 | 11 45 | 12 15 | 1 45  | 2 10 | 2 20 | 2 35 | 2 45 | 8 45     | 9 0    | 9 15   | 9 30   | 9 45   | 10 0   | 10 15  | 10 30  | 10 45  | 11 00   | 1st    | 2nd | 3rd |
| 45    | Guide Bridge | 9 0                          | 11 00 | 11 30 | 12 00 | 1 15  | 2 00  | 2 20 | 2 35 | 2 45 | 2 55 | 9 0      | 9 15   | 9 30   | 9 45   | 10 0   | 10 15  | 10 30  | 10 45  | 11 00  | 11 15   | 1st    | 2nd | 3rd |
| 46    | Guide Lane   | 9 15                         | 11 15 | 11 45 | 12 15 | 1 30  | 2 15  | 2 35 | 2 50 | 3 00 | 3 10 | 9 15     | 9 30   | 9 45   | 10 0   | 10 15  | 10 30  | 10 45  | 11 00  | 11 15  | 11 30   | 1st    | 2nd | 3rd |
| 47    | Fairfield    | 9 30                         | 11 30 | 12 00 | 12 30 | 1 45  | 2 30  | 2 50 | 3 05 | 3 15 | 3 25 | 9 30     | 9 45   | 10 0   | 10 15  | 10 30  | 10 45  | 11 00  | 11 15  | 11 30  | 11 45   | 1st    | 2nd | 3rd |
| 48    | Gorton       | 9 45                         | 11 45 | 12 15 | 12 45 | 2 00  | 2 45  | 3 05 | 3 20 | 3 30 | 3 40 | 9 45     | 10 0   | 10 15  | 10 30  | 10 45  | 11 00  | 11 15  | 11 30  | 11 45  | 12 00   | 1st    | 2nd | 3rd |
| 49    | Adwick       | 10 0                         | 12 00 | 12 30 | 1 00  | 2 15  | 2 55  | 3 15 | 3 30 | 3 40 | 3 50 | 10 0     | 10 15  | 10 30  | 10 45  | 11 00  | 11 15  | 11 30  | 11 45  | 12 00  | 12 15   | 1st    | 2nd | 3rd |
| 50    | MANCHESTER   | 10 15                        | 12 15 | 1 00  | 1 30  | 2 00  | 2 45  | 3 05 | 3 20 | 3 30 | 3 40 | 10 15    | 10 30  | 10 45  | 11 00  | 11 15  | 11 30  | 11 45  | 12 00  | 12 15  | 12 30   | 1st    | 2nd | 3rd |

ASHTON BRANCH.—From Staley-bridge to Manchester at 7.45, 9.45, and 11 a.m.; 12.15, 1.15, 2.45, 3.45, 5, 6.15, and 7.30 p.m. Sunday Trains.—At 7.45 and 9.45 a.m.; 1.15, 2.45, 3.45, 5, 6.15, and 7.30 p.m. From Manchester to Staley-bridge.—At 8.45, 9.50, and 11 a.m.; 12.15, 1.15, 2.45, 3.45, 5, 6.15, 7.30, and 9 p.m. Sunday Trains, at 8.45, and 9.45 a.m.; 2.45, 3.45, 5, 6.15, and 7.30 p.m. On Sundays, the Ashton and Staley-bridge Trains will stop at Gorton and Fairfield. DOUBLE TICKETS from Manchester to Sheffield and back, returning the same day, and vice versa.—1st class, 15s. 3d.; 2nd class, 9s. 3d.; 3rd class, 6s. 9d. GLOSSOP BRANCH.—Trains will leave Glossop ten minutes before the advertised times of departure from the Sheffield Junction.

Engineer, John Hawkshaw.

MANCHESTER AND BOLTON.

Manager, William Hinners.

| Distance. | DOWN. | FROM MANCHESTER. |      |   |   |   |     |   |   |   |    |     |    |    |     |     |   |   |   | 1st cl. |   |   | 2nd cl. |    |    | 3rd cl. |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     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|           |       | Chp              | Exp. | 3 | 4 | 5 | Chp | 7 | 8 | 9 | 10 | Exp | 12 | 13 | Chp | Chp | 3 | 4 | 5 | 6       | 7 | 8 | 9       | 10 | 11 | 12      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 | 1001 | 1002 | 1003 | 1004 | 1005 | 1006 | 1007 | 1008 | 1009 | 1010 | 1011 | 1012 | 1013 | 1014 | 1015 | 1016 | 1017 | 1018 | 1019 | 1020 | 1021 | 1022 | 1023 | 1024 | 1025 | 1026 | 1027 | 1028 | 1029 | 1030 | 1031 | 1032 | 1033 | 1034 | 1035 | 1036 | 1037 | 1038 | 1039 | 1040 | 1041 | 1042 | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 | 1049 | 1050 | 1051 | 1052 | 1053 | 1054 | 1055 | 1056 | 1057 | 1058 | 1059 | 1060 | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 | 1067 | 1068 | 1069 | 1070 | 1071 | 1072 | 1073 | 1074 | 1075 | 1076 | 1077 | 1078 | 1079 | 1080 | 1081 | 1082 | 1083 | 1084 | 1085 | 1086 | 1087 | 1088 | 1089 | 1090 | 1091 | 1092 | 1093 | 1094 | 1095 | 1096 | 1097 | 1098 | 1099 | 1100 | 1101 | 1102 | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 | 1109 | 1110 | 1111 | 1112 | 1113 | 1114 | 1115 | 1116 | 1117 | 1118 | 1119 | 1120 | 1121 | 1122 | 1123 | 1124 | 1125 | 1126 | 1127 | 1128 | 1129 | 1130 | 1131 | 1132 | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 | 1139 | 1140 | 1141 | 1142 | 1143 | 1144 | 1145 | 1146 | 1147 | 1148 | 1149 | 1150 | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 | 1157 | 1158 | 1159 | 1160 | 1161 | 1162 | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 | 1169 | 1170 | 1171 | 1172 | 1173 | 1174 | 1175 | 1176 | 1177 | 1178 | 1179 | 1180 | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 | 1199 | 1200 | 1201 | 1202 | 1203 | 1204 | 1205 | 1206 | 1207 | 1208 | 1209 | 1210 | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 | 1217 | 1218 | 1219 | 1220 | 1221 | 1222 | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 | 1229 | 1230 | 1231 | 1232 | 1233 | 1234 | 1235 | 1236 | 1237 | 1238 | 1239 | 1240 | 1241 | 1242 | 1243 | 1244 | 1245 | 1246 | 1247 | 1248 | 1249 | 1250 | 1251 | 1252 | 1253 | 1254 | 1255 | 1256 | 1257 | 1258 | 1259 | 1260 | 1261 | 1262 | 1263 | 1264 | 1265 | 1266 | 1267 | 1268 | 1269 | 1270 | 1271 | 1272 | 1273 | 1274 | 1275 | 1276 | 1277 | 1278 | 1279 | 1280 | 1281 | 1282 | 1283 | 1284 | 1285 | 1286 | 1287 | 1288 | 1289 | 1290 | 1291 | 1292 | 1293 | 1294 | 1295 | 1296 | 1297 | 1298 | 1299 | 1300 | 1301 | 1302 | 1303 | 1304 | 1305 | 1306 | 1307 | 1308 | 1309 | 1310 | 1311 | 1312 | 1313 | 1314 | 1315 | 1316 | 1317 | 1318 | 1319 | 1320 | 1321 | 1322 | 1323 | 1324 | 1325 | 1326 | 1327 | 1328 | 1329 | 1330 | 1331 | 1332 | 1333 | 1334 | 1335 | 1336 | 1337 | 1338 | 1339 | 1340 | 1341 | 1342 | 1343 | 1344 | 1345 | 1346 | 1347 | 1348 | 1349 | 1350 | 1351 | 1352 | 1353 | 1354 | 1355 | 1356 | 1357 | 1358 | 1359 | 1360 | 1361 | 1362 | 1363 | 1364 | 1365 | 1366 | 1367 | 1368 | 1369 | 1370 | 1371 | 1372 | 1373 | 1374 | 1375 | 1376 | 1377 | 1378 | 1379 | 1380 | 1381 | 1382 | 1383 | 1384 | 1385 | 1386 | 1387 | 1388 | 1389 | 1390 | 1391 | 1392 | 1393 | 1394 | 1395 | 1396 | 1397 | 1398 | 1399 | 1400 | 1401 | 1402 | 1403 | 1404 | 1405 | 1406 | 1407 | 1408 | 1409 | 1410 | 1411 | 1412 | 1413 | 1414 | 1415 | 1416 | 1417 | 1418 | 1419 | 1420 | 1421 | 1422 | 1423 | 1424 | 1425 | 1426 | 1427 | 1428 | 1429 | 1430 | 1431 | 1432 | 1433 | 1434 | 1435 | 1436 | 1437 | 1438 | 1439 | 1440 | 1441 | 1442 | 1443 | 1444 | 1445 | 1446 | 1447 | 1448 | 1449 | 1450 | 1451 | 1452 | 1453 | 1454 | 1455 | 1456 | 1457 | 1458 | 1459 | 1460 | 1461 | 1462 | 1463 | 1464 | 1465 | 1466 | 1467 | 1468 | 1469 | 1470 | 1471 | 1472 | 1473 | 1474 | 1475 | 1476 | 1477 | 1478 | 1479 | 1480 |

# **NORTH UNION—22 Miles.**

**Preston to Liverpool, Manchester, or Wigan.**

Via Parkside.

Mixed, 8 and 10 20 a.m., 1 30, 3 40, and 6 p.m.; 5 10 a.m., and 7 53 p.m., mails; 6 4 a.m. and 6 4 p.m. third class.

**Sunday Trains—**7 4 a.m., and 4 25 p.m., mixed; 7 53 p.m. mixed, mail; 5 p.m. third class.

**Liverpool to Wigan & Preston.**

(Ex. 8 & 10 4 a.m. 1 13, 3 35, 6 & 7 45 p.m.; 3rd cl. 6 45 a.m. & 6 30 p.m. mixed, mail; 5 30 p.m. third class.

**Manchester to Wigan and Preston.** Via Parkside. From the Victoria Station.

Mixed, 8 4 and 10 4 a.m., 1 45, 3 50, 6 15, and 8 20 p.m.; third class, 6 30 a.m. and 6 30 p.m.

**Sunday Trains—**8 4 a.m., and 8 20 p.m. mixed; 5 p.m. 1st class mixed; 5 30 p.m. 3rd class.

\* The mails being under the direction of the Post Office, can only stop at Wigan and Euxton.

**From Wigan to Liverpool and Manchester.** At 7 5 a.m. and 7 5 p.m., third class only; 8 35, 10 55 a.m., 2 5, 4 10, 6 30, and 8 20 p.m. mixed. On Sundays—8 20 a.m. third class mixed; 5 and 8 20 p.m. mixed; 6 p.m. third class only.

**From Wigan to Bolton at** 7 5 a.m., 2 5, and 4 10 p.m. To Preston at 6, 8, 9, & 11 4 a.m., 2 4, 3 4, 5, 7, 8, & 9 10 p.m. \* 3rd class only.

**From Bolton to Chorley, Bolton, and Manchester.** Via Bolton.

8 5 a.m., 1 35, 4 4, & 8 p.m. mixed; 10 a.m. & 5 2 p.m. express, first and second class only.

**On Sundays—**8 a.m. and 8 p.m. mixed. **From Manchester to Chorley, Preston, &c.** 7 & 10 4 a.m., 1 3, 3 50, & 6 4 p.m. mixed; 8 4 a.m. & 6 4 p.m. express, first and second class only.

**On Sundays—**8 a.m. and 3 50 p.m. mixed. **From Bolton to Preston, Chorley, &c.** 8 & 11 a.m., 2 4, 4 20, & 6 3 p.m. mixed; 8 55 a.m. & 5 40 p.m. express, first and second class only.

**On Sundays—**8 30 a.m. and 4 20 p.m. mixed. **Preston to Birmingham and London.** In same carriages \*5 10 and \*10 20 a.m. and \*7 53 p.m. mail, (\*3 40 p.m. changing carriages, to Birmingham only.)

**On Sundays** the Mail only will run, namely, from Preston, 5 10 a.m. & 7 53 p.m.

**London to Preston.** At 6 4 & 10 a.m. mail, & 8 2 p.m. mail, without change of carriage.

**From Birmingham** in the same carriage at \*1 25 a.m. mail, \*1 14 a.m., and \*1 45 p.m. mail; changing carriage at \*6 a.m.

† These trains will take private carriages and horse boxes, the others cannot do so. \* Second class carriages accompany these trains.

# **LANCASTER & PRESTON. Sec. S. E. Bolden.**

**Lancaster to Preston, Liverpool, & Manchester.**

4 15 a.m., mail, 1st & 2nd cl.  
7 0 " .. first & second class  
7 20 " .. third class (slow)  
9 20 " .. first & 2nd class  
12 30 p.m., first & second class  
2 30 " .. first & second class  
6 55 " .. 1st & 2nd class, mail

**Preston to Lancaster.**

5 40 a.m., 1st & 2d class, mail  
9 0 " .. third class (slow)  
9 45 " .. first & second class  
12 0 noon 1st & 2nd class  
3 45 p.m., first & second class  
5 40 " .. 1st & 2d class, mail  
7 45 " .. first & second class

**Manchester to Lancaster.**

**Victoria station.**  
8 15 a.m., first & second class  
10 30 a.m., first & 2nd class  
1 45 p.m., first & second class  
3 50 " .. first & second class  
6 15 " .. first & second class

**New Bailey-street station.**  
8 30 a.m., first & second class  
10 30 " .. first and 2nd class  
1 45 p.m., first & second class  
3 50 " .. first & second class  
6 15 " .. first & second class

**Liverpool to Lancaster.**  
8 0 a.m., first & second class  
10 15 " .. first and 2nd class

1 30 p.m., first & second class  
3 35 " .. first & second class  
6 0 " .. first & second class

‡ Passengers to Manchester, via Bolton, wait at Preston one hour.

**Lancaster to London.**—In the same carriage at 9 20 a.m., and 6 55\* p.m. mail; changing carriages. \*4 4 a.m. mail, 1st and 2nd class trains.

**London to Lancaster.**—In the same carriage at 10\* a.m. 1st class mail, & 8 4\* p.m. mail 1st & 2nd class; changing carriages, 6 4 a.m. 1st & 2nd class, & 9 a.m. for private Carriages.

**Lancaster to Birmingham.**—In same carriage 9 20 a.m. & 6 55\* p.m. mail; changing carriages \*4 4 a.m. mail, & 2 4 p.m. 1st and 2nd class trains.

**Birmingham to Lancaster.**—In same car. 1 10\* a.m. mail 1st & 2nd class, & 1 4 p.m. mail 1st cl.; changing carriages, at 6 a.m. 1st and second class, and 1 14 a.m. 1st and 2nd class.

The trains marked thus \* cannot take Private Carriages and Horses to or from Birmingham or London.

On Sundays the Mail & Third Class trains only will run; the Third Class at 6 50 a.m. and 4 20 p.m. from Lancaster, 1st cl., 4 45, 6 4, & 8 4 p.m. To or from Birmingham, 1st class, 2 4, 6 4, & 8 4 p.m. To or from Liverpool, 1st class, 1 14, 6 4, & 8 4 p.m. To or from Preston, 1st class, 5 4, 6 4, & 8 4 p.m. 3rd class, 1st cl. per mile.

**Swift Packet Boats,** in connexion with the Railway Trains, sail

From Lancaster to Kendal 1 p.m. From Kendal to Lanc. 8 4 a.m. FARE.—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.

# **GRAND JUNCTION—Bolton & Kenyon Line.**

Super., H. Bradshaw, Bolton. Sec., Henry Booth. Length of Line from Bolton to Kenyon, 23 miles.

**To Liverpool,** 8 2 a.m. first class; 7 10 a.m., 12 10 and 6 p.m. mixed and third class; 2 40 p.m. mixed.

**On Sundays,** † 8 a.m. and 5 20 p.m., mixed and third class.

**To St. Helens,** 7 10 a.m., 12 10 and 6 p.m. mixed and third class; 2 40 p.m. mixed.

**On Sundays,** 8 a.m. and 5 20 p.m. mixed and 3rd class.

**To Warrington,** at 12 10 and 2 40 p.m. mixed; 8 2 a.m. first class; 7 10 a.m. mixed and third class.

An additional Mixed and 3rd class Train at 4 p.m. from Bolton to Kenyon and Intermediate Stations.

**To Birmingham and London,** 8 2 a.m. first class; 12 10 and 2 40 p.m. mixed, 7 10 a.m. third class.

**On Sundays,** to Warrington, Birmingham, and London, at 8 a.m. mixed, waiting twenty minutes at Warrington Junction.

The three classes of passengers will be carried to and from any station between Bolton and Leigh by every train.

**From Liverpool,** 6 2 a.m. & 5 4 p.m. mixed and third class; \*10 4 a.m., and 2 4 p.m. mixed; † 4 4 p.m., first class.

**On Sundays,** from Liverpool † 8 a.m., and 5 4 p.m. mixed and third class.

**From St. Helens,** 7 15 a.m. and 6 p.m. mixed & third class; and 3 p.m. mixed.

**On SUNDAYS,** 8 25 a.m., and 6 p.m. mixed and third class.

**From Warrington,** 7 80 and 9 39 a.m.; † 2 16 and 4 19 p.m. **On Sundays,** 8 a.m. and 4 19 p.m.

**From Birmingham,** 6, 11 4 a.m. & 1 p.m. mixed; 12 p.m. 1st cl. **On Sundays,** 1 4 p.m. 1st class.

**From London,** 6 4 and 8 4 a.m. mixed; 10 a.m. first class.

**On Sundays,** 10 a.m. 1st class.

† Stopping on the Liverpool line at Newton and Kenyon only. \* Stopping on the Liverpool line at Rainhill, St. Helens Junction, Newton, and Parkside only.

† Stopping on the Liverpool line at Patricroft, Bury Lane, Kenyon Junction, Parkside, Newton, St. Helens Junction, Rainhill, and Hutton Gate.

**FARES.**—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s. 3d. cl. 2s. 6d. St. Helens 3s. 6d., 2s. 6d., 1s. 7d.; to Warrington, 3s. 2s. 6d.; to Birmingham, 30s., express and 8 4 a.m. train, 17s., 11s.; to London, 45s., express, and 8 4 a.m. train, 37s., 27s. To Liverpool and back same way, 10s. first class.

**SOUTHPORT.**—Passengers may be booked through to Southport and Ormskirk, via St. Helens, by the trains leaving Bolton at 8 2 a.m. and 12 10 noon. FARES to Southport, 9s. 6d., 6s., and 1s. 10d. To Ormskirk, 7s., 5s., and 1s. 4d.

# **PRESTON AND WYRE.**

Secretary, H. Barrett Jones, Fleetwood. Super., Charles Cooper.

Length of Line, 20 miles.

**Preston to Fleetwood, Lytham, & Blackpool,** 8 and 9 50 a.m.; 3 20, and 6 15 p.m. **On Sundays,** 8 & 10 a.m.

**Fleetwood to Preston, Liverpool, Manchester, &c.** 7 & 9 a.m., 12 4, & 4 4 p.m. **On Sundays** at 6 4 a.m. & 5 p.m.,

**To London,** on week days, 7 and 9 a.m. & 12 4 p.m. **On Sundays** at 6 4 a.m. and 5 p.m.

**From Bolton to Fleetwood & Lytham,** at 8 50 a.m., 2 10, and 5 40 p.m. **On Sundays,** at 8 4 a.m., 1 2, and 3 35 p.m. mixed.

**From Manchester to Fleetwood & Lytham** (Victoria Station), 8 4 a.m., 1 3, & 3 50 p.m. mixed. **On Sundays** at 8 4 a.m., 1 3, and 3 50 p.m. mixed.

**From the New Bailey-street Station,** at 8 4 a.m., 1 3, and 3 50 p.m. mixed. **On Sundays,** at 8 a.m., 1 3, and 3 50 p.m. mixed.

**FARES.**—Fleetwood to Preston (North Union Station), first class, 4s.; 2nd class, 2s. 6d.; 3rd class, 1s. 8d.; to Poulton, 1s. 9d., 6d.; to Kirkham, 2s. 6d., 1s. 6d., 1s.; to Chorley, 6s. 6d., 4s. 2s. 6d.; to Bolton, 8s., 5s. 6d., 3s. 6d.; to Manchester, via Bolton, 10s., 6s. 6d., 4s. 5d.; to Liverpool, 10s., 6s. 6d.

**From London to Fleetwood & Lytham,** 10 a.m., and 8 4 p.m. **On Sundays,** at 8 4 p.m.

**FARES.**—To London, first class, £2 3s.; second class, £1 11s. **BLACKPOOL BRANCH.**—From Blackpool to Preston, at 7 & 9 a.m.; 12 4 and 4 4 p.m. **On Sundays,** at 5 p.m.

From Blackpool to Fleetwood, 10 a.m. & 3 40 p.m. **On Sundays,** 10 a.m. & 1 4 p.m.

# **ST. HELENS JUNCTION.**

**From St. Helens to Liverpool,** 7 4 a.m. mixed; \*10 4 a.m. first and third class; 8 10 and 9 4 a.m.; 1 24, 3 35, 6, & 8 10 p.m. first & second class 7 4 p.m. third class.

**ON SUNDAYS,** 8 25 a.m. & 6 4 p.m. mixed; 9 a.m. & 8 10 p.m. first & second class —the 8 10 p.m. train waiting 3 of an hour at Sutton.

**From St. Helens to Manchester,** 7 4 a.m., & 1 p.m. mixed; 3 10 a.m., & 2 4 p.m. 1st class; 10 4 a.m., 3 6, & 8 10 p.m. 1st & 2nd class; 7 4 p.m. 3rd class. **ON SUNDAYS,** 7 4 a.m. & 6 p.m. mixed; 8 25 a.m., & 8 10 p.m. 1st & 2nd class.

\* Stopping at Rainhill, Hutton Gate, Newton, Parkside, Kenyon Junction, Bury Lane, and Patricroft.

**From St. Helens to Bolton,** 7 4 a.m., & 6 p.m. mixed; 9 4 a.m. & 3 p.m. 1st & 2nd class.

**ON SUNDAYS,** 8 25 a.m., and 6 p.m. mixed.

**From St. Helens to Wigan and Preston,** 7 4 a.m., & 7 p.m. 3rd class; 8 10 and 9 4 a.m., 1 24, 3 35, 6, & 8 10 p.m. 1st & 2nd class. **ON SUNDAYS,** 8 25 a.m. mixed, 8 10 p.m. 1st & 2nd class; 6 p.m. 3rd class.

**From Bolton to St. Helens,** 6 55 a.m., 12 10, & 6 p.m. mixed, 2 40 p.m. 1st and 2nd class. **ON SUNDAYS,** 8 a.m. and 5 20 p.m. mixed.

**St. Helens to Warrington,** 7 4, & 10 4 a.m.; 1, 3, 5 4, & 8 10 p.m. For trains from Liverpool and Manchester, see Liverpool and Manchester table.

**FARES.**—From St. Helens to Liverpool, 2s. 6d., 1s. 6d., 1s.; to Manchester, 4s., 3s., 1s. 10d.; to Bolton, 4s., 3s., 1s. 7d.; to Wigan, 2s. 6d., 1s. 6d., 1s. 2d.; to Preston, 5s. 6d., 3s. 6d., 2s. 5d.

| Down<br>Trains. | Edinburgh to Glasgow. |           |             |           |             |           |             |           |             |           |             |           | Up Trains.       | Glasgow to Edinburgh. |           |             |           |                   |           |             |           |                   |           |             |           |      |
|-----------------|-----------------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|------------------|-----------------------|-----------|-------------|-----------|-------------------|-----------|-------------|-----------|-------------------|-----------|-------------|-----------|------|
|                 | 1, 2, 1, 2, 3 & 4     | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class |                  | 1, 2, 1, 2, 3 & 4     | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class | 1, 2, 1, 2, 3 & 4 | 1st class | 1, 2, 3 & 4 | 1st class |      |
| DEPART FROM     | a.m.                  | a.m.      | a.m.        | a.m.      | p.m.        | p.m.      | p.m.        | p.m.      | p.m.        | p.m.      | p.m.        | p.m.      | DEPART FROM      | a.m.                  | a.m.      | a.m.        | a.m.      | p.m.              | p.m.      | p.m.        | p.m.      | p.m.              | p.m.      | p.m.        | p.m.      | p.m. |
| Edinburgh       | 7 08                  | 7 10      | 7 11        | 7 12      | 7 13        | 7 14      | 7 15        | 7 16      | 7 17        | 7 18      | 7 19        | 7 20      | Glasgow ..       | 7 08                  | 7 10      | 7 11        | 7 12      | 7 13              | 7 14      | 7 15        | 7 16      | 7 17              | 7 18      | 7 19        | 7 20      |      |
| Corstorphine .. | 7 09                  | 7 11      | 7 12        | 7 13      | 7 14        | 7 15      | 7 16        | 7 17      | 7 18        | 7 19      | 7 20        | 7 21      | Bishop-Briggs    | 7 15                  | 7 17      | 7 18        | 7 19      | 7 20              | 7 21      | 7 22        | 7 23      | 7 24              | 7 25      | 7 26        | 7 27      |      |
| Gogar           | 7 11                  | 7 13      | 7 14        | 7 15      | 7 16        | 7 17      | 7 18        | 7 19      | 7 20        | 7 21      | 7 22        | 7 23      | Kirkintilloch .. | 7 18                  | 7 20      | 7 21        | 7 22      | 7 23              | 7 24      | 7 25        | 7 26      | 7 27              | 7 28      | 7 29        | 7 30      |      |
| Ratho           | 7 15                  | 7 17      | 7 18        | 7 19      | 7 20        | 7 21      | 7 22        | 7 23      | 7 24        | 7 25      | 7 26        | 7 27      | Croy             | 7 21                  | 7 23      | 7 24        | 7 25      | 7 26              | 7 27      | 7 28        | 7 29      | 7 30              | 7 31      | 7 32        | 7 33      |      |
| Winchburgh      | 7 20                  | 7 22      | 7 23        | 7 24      | 7 25        | 7 26      | 7 27        | 7 28      | 7 29        | 7 30      | 7 31        | 7 32      | Castlecary       | 7 25                  | 7 27      | 7 28        | 7 29      | 7 30              | 7 31      | 7 32        | 7 33      | 7 34              | 7 35      | 7 36        | 7 37      |      |
| Linlithgow      | 7 25                  | 7 27      | 7 28        | 7 29      | 7 30        | 7 31      | 7 32        | 7 33      | 7 34        | 7 35      | 7 36        | 7 37      | Falkirk          | 7 28                  | 7 30      | 7 31        | 7 32      | 7 33              | 7 34      | 7 35        | 7 36      | 7 37              | 7 38      | 7 39        | 7 40      |      |
| Polmont         | 7 30                  | 7 32      | 7 33        | 7 34      | 7 35        | 7 36      | 7 37        | 7 38      | 7 39        | 7 40      | 7 41        | 7 42      | Polmont          | 7 30                  | 7 32      | 7 33        | 7 34      | 7 35              | 7 36      | 7 37        | 7 38      | 7 39              | 7 40      | 7 41        | 7 42      |      |
| Falkirk         | 7 35                  | 7 37      | 7 38        | 7 39      | 7 40        | 7 41      | 7 42        | 7 43      | 7 44        | 7 45      | 7 46        | 7 47      | Winchburgh       | 7 35                  | 7 37      | 7 38        | 7 39      | 7 40              | 7 41      | 7 42        | 7 43      | 7 44              | 7 45      | 7 46        | 7 47      |      |
| Castlecary      | 7 40                  | 7 42      | 7 43        | 7 44      | 7 45        | 7 46      | 7 47        | 7 48      | 7 49        | 7 50      | 7 51        | 7 52      | Ratho            | 7 40                  | 7 42      | 7 43        | 7 44      | 7 45              | 7 46      | 7 47        | 7 48      | 7 49              | 7 50      | 7 51        | 7 52      |      |
| Croy            | 7 45                  | 7 47      | 7 48        | 7 49      | 7 50        | 7 51      | 7 52        | 7 53      | 7 54        | 7 55      | 7 56        | 7 57      | Gogar            | 7 45                  | 7 47      | 7 48        | 7 49      | 7 50              | 7 51      | 7 52        | 7 53      | 7 54              | 7 55      | 7 56        | 7 57      |      |
| Kirkintilloch   | 7 50                  | 7 52      | 7 53        | 7 54      | 7 55        | 7 56      | 7 57        | 7 58      | 7 59        | 8 00      | 8 01        | 8 02      | Corstorphine ..  | 7 50                  | 7 52      | 7 53        | 7 54      | 7 55              | 7 56      | 7 57        | 7 58      | 7 59              | 8 00      | 8 01        | 8 02      |      |
| Bishop-Briggs   | 7 55                  | 7 57      | 7 58        | 7 59      | 8 00        | 8 01      | 8 02        | 8 03      | 8 04        | 8 05      | 8 06        | 8 07      | Edinburgh        | 7 55                  | 7 57      | 7 58        | 7 59      | 8 00              | 8 01      | 8 02        | 8 03      | 8 04              | 8 05      | 8 06        | 8 07      | 8 08 |
| Glasgow ar.     | 7 59                  | 8 01      | 8 02        | 8 03      | 8 04        | 8 05      | 8 06        | 8 07      | 8 08        | 8 09      | 8 10        | 8 11      | Edinburgh        | 8 00                  | 8 02      | 8 03        | 8 04      | 8 05              | 8 06      | 8 07        | 8 08      | 8 09              | 8 10      | 8 11        | 8 12      | 8 13 |

| Fares from Edinburgh. | 1st class |    |    |    | 2nd class |    |    |    | 3rd class |    |    |    |
|-----------------------|-----------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|                       | s.        | d. | s. | d. | s.        | d. | s. | d. | s.        | d. | s. | d. |
| Corstorphine          | 0         | 6  | 0  | 4  | 0         | 3  | 0  | 2  | 0         | 2  | 0  | 1  |
| Gogar                 | 0         | 6  | 0  | 4  | 0         | 3  | 0  | 2  | 0         | 2  | 0  | 1  |
| Ratho                 | 1         | 4  | 0  | 0  | 7         | 0  | 4  | 0  | 1         | 0  | 0  | 0  |
| Winchburgh            | 2         | 0  | 1  | 0  | 6         | 0  | 10 | 0  | 8         | 0  | 0  | 0  |
| Linlithgow            | 3         | 0  | 2  | 1  | 4         | 0  | 10 | 0  | 8         | 0  | 0  | 0  |
| Polmont               | 3         | 0  | 2  | 1  | 4         | 0  | 10 | 0  | 8         | 0  | 0  | 0  |
| Falkirk               | 4         | 6  | 3  | 2  | 1         | 4  | 0  | 10 | 0         | 8  | 0  | 0  |
| Castlecary            | 5         | 6  | 4  | 2  | 6         | 0  | 12 | 0  | 2         | 0  | 0  | 0  |
| Croy                  | 6         | 0  | 4  | 2  | 6         | 0  | 12 | 0  | 2         | 0  | 0  | 0  |
| Kirkintilloch         | 7         | 0  | 5  | 3  | 4         | 2  | 6  | 0  | 12        | 0  | 0  | 0  |
| Bishop-Briggs         | 7         | 0  | 5  | 3  | 4         | 2  | 6  | 0  | 12        | 0  | 0  | 0  |
| Glasgow               | 8         | 0  | 6  | 0  | 3         | 10 | 2  | 6  | 0         | 12 | 0  | 0  |

| From Glasgow. | 1st class |    |    |    | 2nd class |    |    |    | 3rd class |    |    |    |
|---------------|-----------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|               | s.        | d. | s. | d. | s.        | d. | s. | d. | s.        | d. | s. | d. |
| Bishop-Briggs | 0         | 8  | 0  | 6  | 0         | 4  | 0  | 2  | 0         | 2  | 0  | 1  |
| Kirkintilloch | 0         | 8  | 0  | 6  | 0         | 4  | 0  | 2  | 0         | 2  | 0  | 1  |
| Croy          | 2         | 0  | 1  | 0  | 0         | 1  | 0  | 0  | 5         | 0  | 0  | 0  |
| Castlecary    | 2         | 9  | 2  | 0  | 1         | 0  | 4  | 0  | 8         | 0  | 0  | 0  |
| Falkirk       | 4         | 0  | 3  | 0  | 1         | 0  | 1  | 0  | 2         | 0  | 0  | 0  |
| Polmont       | 4         | 0  | 3  | 0  | 1         | 0  | 1  | 0  | 2         | 0  | 0  | 0  |
| Linlithgow    | 5         | 3  | 3  | 2  | 6         | 1  | 8  | 0  | 0         | 0  | 0  | 0  |
| Winchburgh    | 6         | 3  | 4  | 3  | 6         | 2  | 0  | 0  | 0         | 0  | 0  | 0  |
| Ratho         | 7         | 0  | 5  | 3  | 4         | 2  | 6  | 0  | 12        | 0  | 0  | 0  |
| Gogar         | 7         | 0  | 5  | 3  | 4         | 2  | 6  | 0  | 12        | 0  | 0  | 0  |
| Corstorphine  | 7         | 0  | 5  | 3  | 4         | 2  | 6  | 0  | 12        | 0  | 0  | 0  |
| Edinburgh     | 8         | 0  | 6  | 0  | 3         | 10 | 2  | 6  | 0         | 12 | 0  | 0  |

**Sunday Trains.**—These trains start from each end at 8 a.m. and 5 p.m., with 1st, 2nd, and 3rd class carriages, calling at all the stations, and departing therefrom at the same time as the daily 5 p.m. train, making allowance for the difference in the hours of starting. The third class carriages by the 7, 8, and 11 a.m., 2, 5, and 7½ p.m. trains, and by the trains on Sundays, will have seats and covers; fare for the whole distance, 3s. 10d.

**HAYLE AND REDRUTH.—10 Miles.**  
Supt., Robt. H. Pike. Sec., S. D. Fleming, Broad-street Buildings, London.

|          | a.m. |    |    | noon |   |   | p.m. |   |   |          | a.m. |    |    | p.m. |   |   |
|----------|------|----|----|------|---|---|------|---|---|----------|------|----|----|------|---|---|
|          | 9    | 10 | 12 | 12   | 1 | 2 | 3    | 4 | 5 |          | 9    | 10 | 12 | 12   | 1 | 2 |
| Redruth  | 9    | 10 | 12 | 12   | 1 | 2 | 3    | 4 | 5 | Hayle    | 10   | 11 | 12 | 12   | 1 | 2 |
| Camborne | 9    | 15 | 12 | 12   | 1 | 2 | 3    | 4 | 5 | Camborne | 10   | 15 | 12 | 12   | 1 | 2 |
| Hayle    | 10   | 10 | 1  | 1    | 2 | 3 | 4    | 5 | 6 | Redruth  | 11   | 11 | 12 | 12   | 1 | 2 |

Omnibuses from Truro, Falmouth, Penzance, and St. Ives, run to and from the Hayle and Redruth Stations to meet the trains.  
**Fares.**—From Hayle to Camborne, first class 8d., second class 6d., third class 4d.; to Redruth, first class 1s., second class 9d., third class 6d.  
**Sec., Wm. Mitchell, Maryport & Carlisle.—28 Miles.**  
Through Trains, from Maryport to Carlisle, at 7½ & 9 20 a.m., 2½ & 4½ p.m. From Harrington to Carlisle at 8 47 a.m.; 1 42 and 4 10 p.m.  
**From Carlisle to Maryport,** at 7 & 9 35 a.m., 1½ & 5 35 p.m.; to Harrington, at 9 35 a.m.; 1½ & 5 35 p.m.  
Short trains from Maryport to Arkleby, at 5½, 7 15 and 9½ a.m., 2 5 and 4 45 p.m.; to Dearham, 12 noon. From Arkleby to Maryport at 6½, 8 & 10 a.m., 2 50 & 5½ p.m. The Coach in connexion with the through trains leaves Whitehaven at 7 47 a.m. and 3 10 p.m.; Harrington at 1½ a.m., and 7½ p.m.  
From Carlisle to Wigton at 7 & 9 35 a.m., 1½ & 5 35 p.m.; from Wigton to Carlisle at 8 25 & 10 5 a.m.; 3 25 and 5 4 p.m.—FARES, Harrington to Carlisle, 7s., 1s. 2d., and 3s.

#### RAILWAYS IN SCOTLAND.

#### GLASGOW, GARNKIRK, & COATBRIDGE.—11 Miles.

Supt., Walter Linn. Sec. and Man., C. A. King, St. Rollox, Glasgow.  
Glasgow to Coatbridge, &c. 7½, 9½, and 11½ a.m., 1½, 3½, 4½, 5½, and 6½ p.m.  
Coatbridge to Glasgow, &c. 9 and 11 a.m., 1, 3, 5, 6 and 7 p.m.  
Additional trains on Mondays from Glasgow to Coatbridge at 6 a.m., and from Coatbridge to Glasgow at 7 a.m.  
\* All the trains from Glasgow are in connexion with Omnibuses from Coatbridge to Airdrie, except the 4½ p.m. train.  
Airdrie and Glasgow.—Omnibuses leave the Royal Hotel, Airdrie, in connexion with the trains from Coatbridge to Glasgow, at 8½ and 10½ a.m., 12½, 2½, 4½, and 6½ p.m., and return on the arrival of the trains from Glasgow.

#### WISHAW AND COLTNESS.—13 Miles.

Supt., J. M. Mackenzie, Sec., C. A. King, Glasgow.  
From Glasgow to Carlisle station and Morningside, at 7½, and 11½ a.m., and 4½ p.m., calling at Coatbridge, Whifflet, Holytown, Motherwell, Wishaw, Overtown, Carlisle and Morningside stations.  
From Morningside to Glasgow, at 8½ a.m., 12 55 and 6 5 p.m., calling at the stations.  
FARES.—From Glasgow to Carlisle and Morningside stations, first class, 2s. 6d.; second, 1s. 6d. Glasgow to Lanark, first class and inside coach, 4s.; second class, 2s. 6d.  
From Carlisle station passengers are conveyed to Carlisle and Lanark by coach; it also leaves Lanark for Carlisle station at 7½ and 11 40 a.m., and 4½ p.m. on week days.

#### DUNDEE AND NEWTYLE.—10½ Miles.

Manager and Secretary, R. Baird, Dundee. Engineer, B. West.  
Dundee to Newtyle at 8 and 11 a.m.; 2½ & 5½ p.m.  
Newtyle to Dundee at the same hours.  
Additional trains on Tuesdays & Fridays from each terminus at 2 p.m.  
Through tickets—first class, 1s. 6d.; second, 1s. 3d.; third, 1s.  
From Newtyle to Coupar Angus and Glimmiss, immediately on the arrival of the trains from Dundee, which is about 9 a.m., 12 noon, 3½, and 6½ p.m.  
From Coupar Angus to Newtyle, 7½, 10½ a.m., 2 and 5 p.m.  
From Glimmiss to Newtyle, at 7 and 10 a.m., 1½, and 4½ p.m.

**BLAIRGOWRIE.**—The Omnibus from Coupar Angus and Blairgowrie will leave Blairgowrie every morning at 4 before 10 o'clock to be in time for the 10½ train to Dundee; and will return to Blairgowrie on the arrival of the Coupar of the last train from Dundee, about 5 p.m.; and in addition to the above, the Omnibus will leave Blairgowrie every Tuesday morning at 2 before 7, to be in time for the first train to Dundee.  
Passenger Carriages are run right through between Coupar Angus and Dundee with every train, excepting the one at 2 p.m. on Tuesdays and Fridays.  
RETURN TICKETS are granted to family parties of not less than six, on Mondays, Wednesdays, Thursdays, and Saturdays, going from Dundee to Newtyle and returning on the same day, FOR ONE ORDINARY FARE; and the same from Newtyle to Dundee, and returning on the same day.

#### ARBROATH AND FORFAR.—15½ Miles.

Sec., J. Macdonald, Arbroath. Manager and Super., Alexander Allen.  
From Forfar to Arbroath, 7 and 10 a.m., 1½, 4½ & 7 p.m.  
From Arbroath to Forfar, 9 a.m., 12 10, 3½, 5½ & 8½ p.m.  
FARES—First class, 2s. 3d.; second class, 1s. 9d.; third, 1s. 3d.

#### GLASGOW, PAISLEY, & GREENOCK.—22½ Miles.

Managing Director, Jas. Tasker, Greenock. Supt., Alex. Ross.  
From Glasgow, at 8 and 10 a.m.; 12 noon; \*1, \*3, 4, \*5, and \*7 p.m.  
From Greenock, at 8½, 9½, and 10½ a.m.; \*12½, 1½, 3½, \*5½, & \*7½ p.m.  
No trains on Sunday.  
\* Stop at the Houston and Bishopston Stations when required.  
FARES between Glasgow and Greenock—third class, without seats, 1s.; third class with seats, 1s. 6d.; first class, 2s. 6d.  
**Light Goods Trains:** from Glasgow at 6½ a.m. and 6 p.m.  
From Greenock at 6½ a.m. and 6½ p.m.  
Third class passengers will be conveyed by these trains, fare 6d.

#### PAISLEY AND RENFREW.

SUMMER.—From Paisley at 6 10 a.m., and ten minutes after every succeeding hour until 8 10 p.m.  
From Renfrew at 6½ a.m. and a quarter from every succeeding hour until 8½ p.m.  
WINTER.—From Paisley, 6½ a.m. and every hour from 8½ a.m. until 6½ p.m.  
From Renfrew, from ¼ before 9 a.m. until ¼ before 7 p.m.  
FARES.—First class, 6d.; second class, 4d.

#### DUNDEE AND ARBROATH.—16½ Miles.

Secretaries, Shiell and Small, Dundee. Engrs. Gralinger & Millar, Superintendent, Geo. Patullo.  
From Dundee 7 45 and 10½ a.m. mail, 1½, 4½, 6½, and 8½ p.m., (9½ p.m. to Broughty Ferry only).  
From Arbroath 8½ and 10½ a.m. mail, 1½, 4½, 6½, and 8½ p.m., (9½ p.m. from Broughty Ferry).  
FARES—Dundee to Arbroath, 2s.; 1s. 6d.; 1s.—Mail, 2s. 6d.; 2s.; 1s. 6d. The trains will stop at Dayhouse on Tuesdays and Fridays twice. The mail trains will stop at all the stations when required.

Manager Wm. Johnstone.

1, 2, 3 1 & 2 1 & 2 1 & 2 1, 2, 3 1 & 2 1, 2, 3 1, 2, 3 1 Fares from Glasgow.

|               | a.m. | a.m.  | a.m.  | a.m.   | p.m. | p.m. | p.m. | i. d. | 2. d. | 3. d. |
|---------------|------|-------|-------|--------|------|------|------|-------|-------|-------|
| GLASGOW       | 7.48 | 9.2   | 10.8  | 11.48  | 1.45 | 3.48 | 5.48 | 1.0   | 0.9   | 0.6   |
| Paisley       | 7.45 | 9.46  | 10.45 | 11.45  | 1.45 | 3.45 | 5.45 | 1.0   | 0.9   | 0.8   |
| Johnstone     | 8.0  |       |       | 11.55  | 2.0  | 4.0  | 6.0  | 1.0   | 0.9   | 0.8   |
| Lochmace Mill |      |       |       |        |      |      |      | 1.5   | 1.4   | 1.0   |
| Lochwinnoch   |      |       |       |        |      |      |      | 2.0   | 1.4   | 1.0   |
| Peebles       | 8.15 | 10.0  |       | 12.10  | 2.15 |      | 5.57 | 2.0   | 1.4   | 1.0   |
| Kilbride      | 8.23 |       | 11.7  | 12.15  | 2.23 |      | 7.13 | 2.2   | 1.6   | 1.1   |
| Kilbarnock    | 8.30 | 10.15 |       | 12.25  | 2.30 |      | 7.23 | 2.3   | 1.6   | 1.1   |
| Stirling      | 8.38 |       | 11.15 | 12.35  | 2.38 |      | 7.38 | 3.0   | 2.2   | 1.3   |
| STEVENAGE     | 8.58 |       | 11.25 | 12.45  | 2.50 |      | 7.58 | 3.0   | 2.3   | 1.3   |
| WILMINGTON    | 8.50 | 10.30 |       | 12.45  | 2.50 | 4.30 | 7.50 | 4.0   | 2.9   | 1.9   |
| Wilton        | 9.0  | 10.35 |       | 12.55  | 3.0  | 4.35 |      | 4.6   | 3.0   | 2.0   |
| Totton        | 9.14 | 10.44 |       | 1.10   | 3.3  | 4.45 |      | 5.0   | 3.3   | 2.3   |
| London        | 9.21 |       |       | 1.20   | 3.8  | 4.55 |      | 5.6   | 3.8   | 2.9   |
| Southwick     |      | 10.50 |       |        |      |      |      | 5.6   | 3.9   | 2.9   |
| AYR           | 9.30 | 11.0  |       | 1.30   | 3.10 | 5.0  |      | 5.6   | 3.9   | 2.9   |
| KILMARNOCK    |      |       | 11.30 | 1.40   | 3.20 | 5.0  |      | 8.30  | 4.0   | 3.0   |
|               |      |       |       | 1.50   | 3.30 | 5.0  |      | 8.40  | 4.0   | 3.0   |
|               |      |       |       | 2.00   | 3.40 | 5.0  |      | 8.50  | 4.0   | 3.0   |
|               |      |       |       | 2.10   | 3.50 | 5.0  |      | 9.00  | 4.0   | 3.0   |
|               |      |       |       | 2.20   | 4.00 | 5.0  |      | 9.10  | 4.0   | 3.0   |
|               |      |       |       | 2.30   | 4.10 | 5.0  |      | 9.20  | 4.0   | 3.0   |
|               |      |       |       | 2.40   | 4.20 | 5.0  |      | 9.30  | 4.0   | 3.0   |
|               |      |       |       | 2.50   | 4.30 | 5.0  |      | 9.40  | 4.0   | 3.0   |
|               |      |       |       | 3.00   | 4.40 | 5.0  |      | 9.50  | 4.0   | 3.0   |
|               |      |       |       | 3.10   | 4.50 | 5.0  |      | 10.00 | 4.0   | 3.0   |
|               |      |       |       | 3.20   | 5.00 | 5.0  |      | 10.10 | 4.0   | 3.0   |
|               |      |       |       | 3.30   | 5.10 | 5.0  |      | 10.20 | 4.0   | 3.0   |
|               |      |       |       | 3.40   | 5.20 | 5.0  |      | 10.30 | 4.0   | 3.0   |
|               |      |       |       | 3.50   | 5.30 | 5.0  |      | 10.40 | 4.0   | 3.0   |
|               |      |       |       | 4.00   | 5.40 | 5.0  |      | 10.50 | 4.0   | 3.0   |
|               |      |       |       | 4.10   | 5.50 | 5.0  |      | 11.00 | 4.0   | 3.0   |
|               |      |       |       | 4.20   | 6.00 | 5.0  |      | 11.10 | 4.0   | 3.0   |
|               |      |       |       | 4.30   | 6.10 | 5.0  |      | 11.20 | 4.0   | 3.0   |
|               |      |       |       | 4.40   | 6.20 | 5.0  |      | 11.30 | 4.0   | 3.0   |
|               |      |       |       | 4.50   | 6.30 | 5.0  |      | 11.40 | 4.0   | 3.0   |
|               |      |       |       | 5.00   | 6.40 | 5.0  |      | 11.50 | 4.0   | 3.0   |
|               |      |       |       | 5.10   | 6.50 | 5.0  |      | 12.00 | 4.0   | 3.0   |
|               |      |       |       | 5.20   | 7.00 | 5.0  |      | 12.10 | 4.0   | 3.0   |
|               |      |       |       | 5.30   | 7.10 | 5.0  |      | 12.20 | 4.0   | 3.0   |
|               |      |       |       | 5.40   | 7.20 | 5.0  |      | 12.30 | 4.0   | 3.0   |
|               |      |       |       | 5.50   | 7.30 | 5.0  |      | 12.40 | 4.0   | 3.0   |
|               |      |       |       | 6.00   | 7.40 | 5.0  |      | 12.50 | 4.0   | 3.0   |
|               |      |       |       | 6.10   | 7.50 | 5.0  |      | 1.00  | 4.0   | 3.0   |
|               |      |       |       | 6.20   | 8.00 | 5.0  |      | 1.10  | 4.0   | 3.0   |
|               |      |       |       | 6.30   | 8.10 | 5.0  |      | 1.20  | 4.0   | 3.0   |
|               |      |       |       | 6.40   | 8.20 | 5.0  |      | 1.30  | 4.0   | 3.0   |
|               |      |       |       | 6.50   | 8.30 | 5.0  |      | 1.40  | 4.0   | 3.0   |
|               |      |       |       | 7.00   | 8.40 | 5.0  |      | 1.50  | 4.0   | 3.0   |
|               |      |       |       | 7.10</ |      |      |      |       |       |       |

|                 |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|
| 1,2,3           | 1,2,3 | 1 & 2 | 1 & 2 | 1 & 2 | 1,2,3 |
| fares from Ayr. |       |       |       |       |       |

|             | a.m. | a.m.            | a.m. | p.m. | p.m.           | p.m. | 1 c. | 2 c.  | 3 c.  |
|-------------|------|-----------------|------|------|----------------|------|------|-------|-------|
|             | *8   | 10 <sup>3</sup> | *12  | *2   | 3 <sup>3</sup> | *5   | *7   | s. d. | s. d. |
| AYR         | 8 9  | 12 9            | 2 9  | 3 5  | 5 6            | 7 9  | 0 8  | 0 6   | 0 4   |
| Prethwick   | 8 16 | 10 40           | 2 16 | ..   | 5 16           | 7 16 | 0 8  | 0 6   | 0 4   |
| Worlton     | 8 30 | 10 52           | 2 30 | 3 50 | 5 30           | 7 30 | 0 9  | 0 7   | 0 5   |
| Irvine      | 8 40 | 10 58           | 2 40 | ..   | 5 40           | 7 40 | 0 9  | 0 7   | 0 5   |
| Kilwinning  | 8 58 | 12 58           | 2 58 | ..   | 5 58           | 7 58 | 0 9  | 0 7   | 0 5   |
| STEVENSTON  | 8 52 | 11 10           | 2 52 | ..   | 5 52           | 7 52 | 0 9  | 0 7   | 0 5   |
| Dalry       | 9 0  | 12 12           | 3 0  | ..   | 6 0            | 8 0  | 0 9  | 0 7   | 0 5   |
| Kilbarnock  | 9 7  | 11 15           | 3 7  | 4 20 | 6 5            | 8 15 | 0 9  | 0 7   | 0 5   |
| Beth        | ..   | ..              | 1 3  | 3 0  | 6 5            | 8 30 | 0 9  | 0 7   | 0 5   |
| Lochwinnoch | 9 15 | 11 30           | 3 15 | ..   | 6 15           | 8 15 | 0 9  | 0 7   | 0 5   |
| Johnstone   | 9 30 | 11 35           | 1 25 | 3 30 | 6 25           | 8 35 | 0 9  | 0 7   | 0 5   |
| Paisley     | 9 35 | 11 35           | 1 35 | 3 35 | 6 35           | 8 35 | 0 9  | 0 7   | 0 5   |
| GLASGOW     | 10 0 | 12 0            | 2 0  | 4 0  | 6 40           | 8 40 | 0 9  | 0 7   | 0 5   |
| KILMARNOCK  | 9 10 | 11 10           | 3 10 | ..   | 6 10           | 8 10 | 0 9  | 0 7   | 0 5   |

|                     |       |     |     |     |       |      |
|---------------------|-------|-----|-----|-----|-------|------|
| 1,2,3               | 1,2,3 | 1&2 | 1&2 | 1&2 | 1,2,3 | 1,2. |
| Fares from Kimrnock |       |     |     |     |       |      |

[illegible]

All the trains have Third-Class Carriages between Glasgow and Johnstone.  
From Glasgow to Ardrossan at 1½ p.m., on Saturdays only.

**From Ardrossan at 8½ and 10 a.m., 12½, 2½, 5½, and 7½ p.m., meeting trains at Kilwinning to and from Ayr, &c.**  
\* In connexion with trains to Ardrossan.

\* In connexion with trains to Ardrossan.

IRELAND.—DUBLIN & DROGHEDA. Sec. J. P. Culverwell, Dublin.

| Dis. from<br>Dublin. | DOWN TRAINS.        |       |       |       |       |       |       |       | 7 <sup>15</sup> | 9              | quick | 2     | 5     | 5 <sup>15</sup> | 7              | 8 <sup>15</sup> |
|----------------------|---------------------|-------|-------|-------|-------|-------|-------|-------|-----------------|----------------|-------|-------|-------|-----------------|----------------|-----------------|
|                      |                     | a. m. | a. m. | a. m. | p. m. | p. m. | p. m. | p. m. | Mail,<br>1&2cl  | Mail,<br>1&2cl | Gds.  | Mixed | Mixed | Mixed           | Mail,<br>1&2cl | Mail,<br>1&2cl  |
|                      | STATIONS.           | Mixed |       |       |       |       |       |       |                 |                |       |       |       |                 |                |                 |
| Miles                | DUBLIN, leaves      | 7 30  | 9 0   | 11 0  | 2 0   | 5 0   | 5 30  | 7 0   | 8 15            |                |       |       |       |                 |                |                 |
| 14                   | Clontarf... arrival | 7 35  | ..    | ..    | ..    | 2 5   | 5 5   | 7 5   | ..              |                |       |       |       |                 |                |                 |
| 33                   | Killester .. "      | 7 45  | ..    | ..    | ..    | 2 15  | 5 16  | 7 15  | ..              |                |       |       |       |                 |                |                 |
| 52                   | Raheny .. "         | 7 50  | ..    | ..    | ..    | 2 20  | 5 21  | 7 20  | ..              |                |       |       |       |                 |                |                 |
| 64                   | Baldoye .. "        | 7 56  | ..    | ..    | ..    | 2 26  | 5 27  | 7 25  | ..              |                |       |       |       |                 |                |                 |
| 9                    | Portmarnock         | 7 56  | 9 20  | 11 20 | 2 26  | 5 36  | 6 7   | 7 33  | 8 35            |                |       |       |       |                 |                |                 |
| 114                  | Malahide .. "       | 8 5   | ..    | ..    | 11 20 | 5 43  | 6 14  | 7 41  | ..              |                |       |       |       |                 |                |                 |
| 16                   | Donabate .. "       | 8 13  | ..    | ..    | 11 27 | 5 54  | 6 24  | 7 51  | ..              |                |       |       |       |                 |                |                 |
| 16                   | Rush, Lusk          | 8 23  | ..    | ..    | 11 35 | 5 58  | 6 24  | 7 51  | ..              |                |       |       |       |                 |                |                 |
| 17                   | Baldungan .. "      | 8 32  | ..    | ..    | ..    | 6 8   | 6 33  | ..    | ..              |                |       |       |       |                 |                |                 |
| 17                   | Skerries .. "       | 8 39  | ..    | ..    | 11 49 | 6 9   | 6 40  | 8 5   | ..              |                |       |       |       |                 |                |                 |
| 21                   | Halbriggan .. "     | 8 51  | 9 47  | 12 0  | 3 21  | 6 22  | 6 52  | 8 16  | 9 2             |                |       |       |       |                 |                |                 |
| 27                   | Gormanston .. "     | 8 59  | ..    | ..    | ..    | 3 29  | 6 30  | 8 24  | ..              |                |       |       |       |                 |                |                 |
| 27                   | Laytown .. "        | 9 12  | ..    | ..    | 12 16 | 3 42  | 6 43  | 8 36  | ..              |                |       |       |       |                 |                |                 |
| 29                   | Bettystown .. "     | 9 20  | ..    | ..    | 12 21 | 3 50  | 6 50  | 8 41  | ..              |                |       |       |       |                 |                |                 |
| 31                   | Drogheda.. "        | 9 30  | 10 10 | 12 30 | 4 0   | 7 0   | ..    | 8 50  | 9 25            |                |       |       |       |                 |                |                 |

| Distance | UP TRAINS.         |                |       |       |       |       |       |       | 3              | 7 <sup>15</sup> | 9     | 11    | 2     | 5     | 5 <sup>15</sup> | 7              | 8 <sup>15</sup> |
|----------|--------------------|----------------|-------|-------|-------|-------|-------|-------|----------------|-----------------|-------|-------|-------|-------|-----------------|----------------|-----------------|
|          |                    | a. m.          | a. m. | a. m. | p. m. | p. m. | p. m. | p. m. | Mail,<br>1&2cl | Mail,<br>1&2cl  | quick | Mixed | Mixed | Mixed | Mail,<br>1&2cl  | Mail,<br>1&2cl | Mail,<br>1&2cl  |
|          | STATIONS.          | Mail,<br>1&2cl | Mixed |       |       |       |       |       |                |                 |       |       |       |       |                 |                |                 |
| Miles    | Drogheda.. leaves  | 3 5            | 7 45  | 10 30 | 1 30  | 3 30  | 5 0   | ..    | 8 0            |                 |       |       |       |       |                 |                |                 |
| 3        | Bettystown arrival | ..             | 7 55  | ..    | 1 40  | ..    | 5 9   | ..    | 8 10           |                 |       |       |       |       |                 |                |                 |
| 4        | Laytown .. "       | ..             | 8 1   | 10 42 | 1 46  | ..    | 5 15  | ..    | 8 16           |                 |       |       |       |       |                 |                |                 |
| 7        | Gormanston .. "    | ..             | 8 14  | ..    | 1 59  | ..    | ..    | ..    | 8 29           |                 |       |       |       |       |                 |                |                 |
| 10       | Halbriggan .. "    | 3 25           | 8 23  | 10 56 | 2 8   | 3 48  | 5 32  | 7 15  | 8 38           |                 |       |       |       |       |                 |                |                 |
| 14       | Skerries .. "      | ..             | 8 35  | 11 6  | 2 20  | ..    | 5 43  | 7 27  | 8 50           |                 |       |       |       |       |                 |                |                 |
| 15       | Baldungan .. "     | ..             | 8 44  | ..    | 2 29  | ..    | 5 52  | 7 37  | 8 59           |                 |       |       |       |       |                 |                |                 |
| 17       | Rush, Lusk .. "    | ..             | 8 50  | 11 20 | 2 35  | ..    | 5 57  | 7 43  | 9 5            |                 |       |       |       |       |                 |                |                 |
| 20       | Donabate .. "      | ..             | 8 59  | 11 26 | 2 44  | ..    | 6 5   | 7 53  | 9 14           |                 |       |       |       |       |                 |                |                 |
| 22       | Malahide .. "      | 3 55           | 9 8   | 11 33 | 2 53  | 4 16  | 6 12  | 8 2   | 9 23           |                 |       |       |       |       |                 |                |                 |
| 25       | Portmarnock .. "   | ..             | 9 16  | ..    | 3 1   | ..    | ..    | 8 10  | 9 31           |                 |       |       |       |       |                 |                |                 |
| 25       | Baldoye .. "       | ..             | 9 23  | ..    | 3 8   | ..    | 6 25  | 8 18  | 9 38           |                 |       |       |       |       |                 |                |                 |
| 26       | Raheny .. "        | ..             | 9 32  | ..    | 3 17  | ..    | 6 33  | 8 27  | 9 47           |                 |       |       |       |       |                 |                |                 |
| 28       | Killester .. "     | ..             | 9 37  | ..    | ..    | ..    | ..    | 8 32  | 9 52           |                 |       |       |       |       |                 |                |                 |
| —        | Clontarf .. "      | ..             | 9 40  | ..    | 3 25  | ..    | 6 41  | 8 35  | 9 55           |                 |       |       |       |       |                 |                |                 |
| 30       | Chillea .. "       | 4 15           | 9 45  | 11 55 | 3 30  | 4 35  | 6 45  | 8 40  | 10 0           |                 |       |       |       |       |                 |                |                 |

**Fares** by mail and quick trains for the whole distance, first class, 4s.; second class, 3s.; third class, 2s. 6d. For stations where the trains stop, in proportion. By the ordinary trains, first class, 5s. 6d.; second class, 2s. 6d.; third class, 1s. 6d.

\* On SUNDAYS this train will start at 3 p.m. instead of 3<sup>15</sup> p.m.,

From Dublin to Malahide at 10 $\frac{1}{2}$  a.m. and 12 noon, \*3 $\frac{1}{2}$  and 10 $\frac{1}{2}$  p.m.  
From Malahide to Dublin at 11 a.m., 12 45, 4 45, and 11 p.m.

From Malahide to Dublin at 11 a.m., 12 45, 4 45, and 11 p.m.

The same trains on Sundays as on week days, and stopping at every Station, except the mails, which stop at Malahide and Balbriggan only.

## DUBLIN AND KINGSTOWN

Clerk, Thomas F. Bergin.  
Treasurer, Jas. Pim, Jun., Dublin.

From both ends on week days, every half-hour from 6 a.m. until 1½ p.m., stopping at all the Stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9½ a.m., stopping at Merrion in addition to the usual stations.

Extra Trains every day, at 4½ p.m., stopping at Merriion only; 5½, and 5½ p.m., stopping at Blackrock only.—These trains convey passengers to Her Majesty's Mail Packet, starting from Kingstown at 6½ p.m. The 11 p.m., Up and Down, also stop at Merriion every day.

Sunday trains same hours as on week days, with extra trains every  $\frac{1}{2}$  of an hour, from 11 $\frac{1}{2}$  a.m. to 5 $\frac{1}{2}$  p.m., and from 7 $\frac{1}{2}$  to 10 $\frac{1}{2}$  p.m.

FARES.—First class 1s. second class 8d., third class 6d.

The mail bags are conveyed by the 8½ a.m. by Holyhead; 6 a.m. and 6½ p.m. by Liverpool.

## BELFAST TO PORTADOWN

**From Belfast to Portadown,**  
8 and 10\* in the morning 12\*, 2, 4½\*, and  
6½\* in the afternoon.

**From Portadown to Belfast,**  
8 10\* and 10 10\* a.m., 12 10\*, 2 10, 4 40\*,  
and 6 40\* p.m.

ON SUNDAYS, from Belfast, 9\* a.m.,  
3\* & 7\* p.m.; from Portadown, \*9 10 a.m.  
3 10\* and 7 10\* p.m.

FARES—From Belfast to Lisburn, 9d.  
6d., 4d.; to Moira, 1s. 6d., 1s., 8d.; to  
Lurgan, 2s., 1s. 6d., 1s.; to Portadown  
2s. 6d., 2s., 1s. 4d.

\* Trains thus marked stop at Dunmurry.

# BELGIAN RAILWAY.

## From Brussels.

6½ a.m. to Mal, Louv, Tir, St. Trond, Liege, Verv, Aix-la-Chap, Col, meeting train at Mal for Ant, Term, Ghent.  
 7½ a.m. and 4½ p.m. to Mal, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 7½ and 10½ a.m.; 12 noon (mail), 4 and 7½ p.m. to Mal and Ant.  
 9½ a.m. to Mal, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 11½ p.m. to Mal, Term, Ghent, Bruges, Ost, Cour, Lille.  
 2½ p.m. to Mal, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 4½ p.m. to Mal, Louv, Tir, St. Trond, Liege.  
 7 p.m. to Mal, Term, Ghent, Louv, Tir.

## From Malines.

6 50 a.m. to Brus, Ant, Term, Ghent, Louv, Tir, St. Trond, Liege, Verv, Aix-la-Chap, Col.  
 7 30, 9 50, 10 10 and 11 40 a.m.; 12 noon, 2½, 3, 3 40, 4½, 6 55, 7 35, and 7 55 p.m. to Brus.  
 7 55 a.m. and 4½ p.m. to Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 8 30 and 11 40 a.m.; 12½ (mail), 3, 4 35, 7 10, and 8 20 p.m. to Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 10 20 a.m. to Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 125 p.m. to Term, Ghent, Bruges, Ost, Cour, Lille.  
 3 p.m. to Louv, Tir, Liege, Verv, Aix-la-Chap.  
 3 20 p.m. to Louv, Tir, St. Trond, Liege.  
 7 35 p.m. to Term, Ghent.  
 8 p.m. to Louv, Tir.

## From Antwerp.

6 a.m. to Mal, Term, Ghent, meeting train at Mal for Brus, Louv, Tir, St. Trond, Liege, Verv, Aix-la-Chap, Col.  
 7 a.m. to Mal, Brus, meeting train at Mal for Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 9 20 a.m. to Mal, meeting train for Brus, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 11½ p.m. to Mal, Brus, meeting train at Mal for Term, Ghent, Bruges, Ost, Cour, Lille.  
 4 p.m. to Mal, Brus, meeting train for Louv, Tir, Liege, Verv, Aix-la-Chap.  
 2½ p.m. to Mal, Brus, meeting train at Mal for Louv, Tir, St. Trond, Liege, Term, Ghent.  
 6½ p.m. to Mal, Brus, meeting train at Mal for Louv, Tir, Term, Ghent.

NOTE.—Ost, means Ostend; Tour, Tournai; Verv, Verviers; Col, Cologne; Brus, Brussels; Cour, Courtrai; Term, Termonde; Louv, Louvain; Tir, Tirmont; Mal, Malines.

## From Termonde.

5 55 a.m. to Mal, Brus, meeting train at Mal for Ant, Louv, Tir, St. Trond, Liege, Verv, Aix-la-Chap, Duren, Col.  
 7 30 a.m. and 5 35 p.m. to Ghent.  
 5 35 a.m. and 5 35 p.m. to Ghent, Bruges, Ost, Cour, Tour, Lille.  
 9 5 a.m. to Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 12 50 p.m. to Ghent, Bruges, Ost, Cour, Tour, Lille.  
 1½ p.m. to Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap.  
 3 40 p.m. to Mal, meeting train for Brus, Ant, Louv, Tir, St. Trond, Liege.  
 7 5 p.m. to Mal, Brus, meeting train at Mal for Ant, Louv, Tir.

## From Ghent.

5 a.m. to Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, St. Trond, Liege, Verv, Aix-la-Chap, Col.  
 5½ and 9½ a.m., and 6 25 p.m. to Bruges, Ost, Cour, Tour, Lille.  
 8½ a.m. to Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 12 40 p.m. to Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chapelle.  
 1½ p.m. to Bruges, Ost, Cour, Lille.  
 2½ p.m. to Mal, meeting train for Brus, Ant, Louv, Tir, St. Trond, Liege.  
 6½ p.m. to Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir.

## From Bruges.

6½ a.m. to Ost, Ghent, Cour, Tour, Lille, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 10 40 a.m., and 3 5 p.m. to Ost.  
 11½ a.m. to Ghent, Cour, Lille, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 4 50 p.m. to Ghent, Cour, Tour, Lille, Term, Mal, Brus, meeting tr. at Mal for Ant, Louv, Tir.  
 7½ p.m. to Ghent and Ost.

## From Ostend.

6 a.m. to Bruges, Ghent, Cour, Tour, Lille, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 10 35 a.m. to Bruges, Ghent, Cour, Lille, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap.  
 4 10 p.m. to Bruges, Ghent, Cour, Tour, Lille, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir.  
 7 p.m. to Bruges, Ghent.

## From Courtrai.

6 40 a.m. to Tour, Lille, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 9½ a.m. and 7 50 p.m. to Ghent.  
 10 40 a.m. and 7 50 p.m. to Tour, Lille.  
 11 20 a.m. to Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap.  
 3 10 p.m. to Lille.  
 4½ p.m. to Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir.

## From Tournai.

5½ a.m. to Lille, Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 10½ a.m. to Lille, Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap.  
 3½ p.m. to Lille, Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir.

## From Louvain.

6 a.m. to Mal, meeting train for Brus, Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 7 35 to Tir, St. Trond, Liege, Verv, Aix-la-Chap, Col.  
 9 25 a.m. to Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 11 a.m. to Tir, Liege, Verv, Aix-la-Chap, Col.  
 11 a.m. to Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Lille.  
 3 p.m. to Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 3½ p.m. to Tir, Liege, Verv, Aix-la-Chap.  
 6 5 p.m. to Tir, St. Trond, Liege.  
 6 5 p.m. to Mal, Brus, meeting train at Mal for Ant, Term, Ghent.  
 8½ p.m. to Tir.

## From Tirmont.

5 a.m. to Liege.  
 5½ a.m. to Louv, Mal, meeting train for Brus, Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 8 10 a.m. to St. Trond, Liege, Verv, Aix-la-Chap, Col.  
 8 50 a.m. to Louv, Mal, Brus, meeting train at Mal for Ant.  
 10 35 a.m. to Louv, Mal, Brus, meeting train at Mal for Ant, Term.  
 9 35 a.m. to Ghent, Bruges, Ost, Cour, Lille.  
 11½ a.m. to Liege, Verv, Aix-la-Chap, Col.  
 2 25 p.m. to Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 4½ p.m. to Liege, Verv, Aix-la-Chap.  
 6 35 p.m. to Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent.  
 9 40 p.m. to St. Trond, Liege.

# BELGIAN RAILWAY.—continued.

## From St. Trond.

8 a.m. to Liege Verv, Aix-la-Chap, Col, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent.  
 9 40 a.m. to Liege, Verv, Aix-la-Chap, Col, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 1 35 p.m. to Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 4½ p.m. to Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent; also at Landen for Liege.

## From Liege.

7, 10 10 a.m., and 11 10 p.m. to Verv, Aix-la-Chap, Col.  
 7 a.m. to St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant.  
 9 a.m. to St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 12 45 p.m. to St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 3 and 7 p.m. to Verv.  
 4 p.m. meeting train at Landen for St. Trond, Tir, Louv, Mal, Brus; also at Mal for Ant, Term, Ghent.  
 6 p.m. to Verv, Aix-la-Chap.  
 6½ p.m. to Tir.

## From Verviers.

5½ a.m. to Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant.  
 6 a.m. and 7½ p.m. to Aix-la-Chap.  
 7½ a.m. to Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 8½ a.m. and 12½ p.m. to Aix-la-Chap, Col.  
 11½ a.m. to Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 2½ p.m. to Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Aix-la-Chap, Col.  
 5 p.m. to Liege, Tir.  
 7½ p.m. to Liege.

## From Aix-la-Chapelle.

6 a.m. to Verv, Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 6½ and 11 a.m.; 2½, 4½, and 7 p.m. to Col.  
 9 a.m. to Verviers, Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 12½ p.m. to Verv, Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent.  
 5½ p.m. to Verv, Liege.

## From Cologne.

6½ a.m. to Aix-la-Chap, Verv, Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent, Bruges, Ost, Cour, Tour, Lille.  
 9½ a.m. to Aix-la-Chap, Verv, Liege, St. Trond, Tir, Louv, Mal, Brus, meeting train at Mal for Ant, Term, Ghent.  
 3 p.m. to Aix-la-Chap, Verv, Liege.  
 6½ p.m. to Aix-la-Chap.

## From Lille.

5½ a.m. to Tour, Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap, Col.  
 9½ a.m. to Tour, Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir, Liege, Verv, Aix-la-Chap.  
 3½ p.m. to Cour, Ghent, Bruges, Ost, Term, Mal, Brus, meeting train at Mal for Ant, Louv, Tir.  
 6 25 p.m. to Tour, Cour, Ghent.

# SOUTHERN LINE.

## From Brussels.

7½ a.m. to Hal, Br-le-C, Soig, Jurb, Mons, Quiev, Val, Charleroi, Namur.  
 9 a.m. to Hal, Br-le-C, Charleroi.  
 12½ (mail) and 6½ p.m. to Hal, Br-le-C, Soig, Jurb, Mons, Quiev, Valence.  
 4 p.m. to Hal, Br-le-C, Charleroi, Namur.

## From Hal.

6½, 9½, 11½ (mail), a.m.; 2½, 4 10, and 8 p.m. to Brus; 7 55 a.m. to Br-le-C, Soig, Jurb, Mons, Quiev, Valence, Charleroi, Namur.  
 9 25 a.m. to Br-le-C, Charleroi.  
 12 35 p.m. (mail) and 7 p.m. to Br-le-C, Soig, Jurb, Mons, Quiev, Valence.  
 4 25 p.m. Br-le-C, Charleroi, Namur.

## From Braine le Comte.

5½ a.m. to Charl, Soig, Jurb, Mons, Quiev, Valence, 6, 10 50 (mail), a.m.; 1½, 3½, 7½ p.m. to Hal, Brus.  
 8½ a.m. to Hal, Brus, Charleroi, Namur.  
 8½ a.m., 1½ (mail), and 7½ p.m. to Soig, Jurb, Mons, Quiev, Valence.  
 10½ a.m. to Charleroi.  
 5 5 p.m. to Charleroi, Namur.

## From Soignies.

5½ and 9 a.m.; 2 (mail), and 7 55 p.m. to Jurb, Mons, Quiev, Valence.  
 8½ a.m. and 3½ p.m. to Br-le-C, Hal, Brus, Charleroi, Namur.  
 10 40 (mail), a.m., and 7½ p.m. to Br-le-C, Hal, Brus.

## From Jurbise.

6 25 and 9 25 a.m.; 2 20 (mail), and 8½ p.m. to Mons, Quiev, Valence.  
 7 55 a.m. Soig, Br-le-C, Hal, Brus, Charl, Namur.  
 10 20 (mail) a.m.; and 6½ p.m. to Soig, Br-le-C, Hal, Brus.  
 3 5 p.m. to Br-le-C, Hal, Brus, Charleroi, Namur.

## From Mons.

7½, 10 a.m.; 2 40 (mail), and 8½ p.m. Quiev, Valence.  
 7½ a.m. and 2 40 p.m. to Jurb, Soig, Br-le-C, Charleroi, Namur, Hal, Brus.  
 10 a.m. (mail), and 6½ p.m. to Jurb, Soig, Br-le-C, Hal, Brus.

## From Quievrain.

6½ a.m. to Mons, Jurb, Soig, Br-le-C, Charleroi, Namur, Hal, Brus.  
 9 and 11 a.m. 3½ and 9½ p.m. to V. Valence.  
 9½ (mail) a.m., and 3½ p.m. to Mons, Jurb, Br-le-C, Hal, Brus.  
 2 p.m. to Mons, Jurb, Soig, Br-le-C, Hal, Brus, Charleroi, Namur.

## From Charleroi.

7½ a.m. and 5 55 p.m. to Br-le-C, Hal, Brus, Soig, Jurb, Mons, Quiev, Valence.  
 10½ a.m. and 6 40 p.m. to Namur.  
 10½ a.m. to Br-le-C, Hal, Brus, meeting train for Soig, Jurb, Mons, Quiev, Valence.  
 1½ p.m. to Namur, Br-le-C.

## From Namur.

6 a.m. and 4½ p.m. to Charl, Br-le-C, Hal, Brus, Soig, Jurb, Mons, Quiev, Valence.  
 8½ a.m. to Charleroi, Br-le-C, Hal, Brus, meeting train for Soig, Jurb, Mons, Quiev, Valence.

## From Valenciennes.

8½ a.m. and 4½ p.m. to Quiev, Mons, Jurb, Soig, Br-le-C, Hal, Brus.  
 10 a.m. to Quiev.  
 1½ p.m. Quiev, Mons, Jurb, Soig, Br-le-C, Hal, Brus, Charleroi, Namur.

NOTE.—Brus, means Brussels; Br-le-C, Braine-le-Comte; Soig, Soignies; Jurb, Jurbise; Quiev, Quievrain; Valence, Valenciennes.



## COACHES

*In connexion with Trains on the Manchester and Sheffield Railway,—Page 46.*

**Doncaster.**—The "Times" leaves the New Angel Inn, Doncaster, at 8 a.m., arriving at Sheffield in time for the 12 o'clock train to Manchester, returning from Manchester at 2 p.m., and Sheffield at 4 30 p.m. "Commander-in-Chief" leaves the Ram Inn, Doncaster, at 2 15 p.m., arriving in Sheffield at 4 45 p.m., and Manchester at 6 30 p.m., returning the following day at 8 a.m. from Manchester, and 10 30 a.m. from Sheffield.

**Lincoln.**—The "Pelham" leaves the Saracen's Head, Lincoln, at 5 a.m., through Gainsbro', Bawtry, and Tickhill, arriving at Sheffield in time for the 12 o'clock train to Manchester; returning the following day from Manchester at 11 15 a.m.

"Louth Mail" also leaves the Commercial Office, Hay Market, Sheffield, at 4 10 a.m. for Lincoln, to meet the Boston Packet, by which Coach parties arriving from Liverpool and Manchester by 10 o'clock the previous evening, will find a cheap and expeditious conveyance.

**Nottingham.**—the "Champion" leaves the White Lion Hotel, Nottingham, daily, at 7 45 a.m.; through Mansfield, Chesterfield, and Dracfield, arriving in Sheffield to meet the 1 20 p.m. train to Manchester, returning by the same route at 11 15 a.m.

**Newark.**—"Prince Albert" leaves Gilstrap's Hotel, Newark, at 7 a.m., through Ollerton, Worksop, Renishaw, and Eckington, arriving in Sheffield in time for the 12 o'clock train to Manchester, returning by the same route from Manchester at 11 15 a.m.

**Chesterfield.**—"Traveller" leaves Chesterfield at 8 a.m., arriving in Sheffield in time for the 12 o'clock train to Manchester, returning from Manchester at 2 p.m.

**Barnsley.**—Ostcliffe's Omnibuses every morning at 8, to Penistone, in time for the 9 a.m. Express train to Manchester, returning after the arrival of the 4 p.m. Express train from Manchester.

**Huddersfield.**—Haley's Omnibuses every morning at 7 a.m., from the Boot and Shoe Inn, through Lockwood, Holmfirth, and Honley, to Dunford Bridge, in time for the 8 a.m. train to Sheffield, and the 9 a.m. Express train to Manchester, returning from Dunford Bridge on the arrival of the 4 p.m. train from Manchester, for Holmfirth, Huddersfield, Bradford, and Halifax.

**Huddersfield.**—The "Perseverance" every morning, except Friday, after the arrival of the 8 45 a.m. train from Manchester to Ashton, through Mossley and Saddleworth, returning at 4 p.m., in time for the 7 1/2 p.m. train from Ashton to Manchester.

*In Connexion with Trains on the Manchester and Birmingham Railway.—Pages 30 and 31*

**From Longton to Liverpool direct.**—The "Hark Forward" coach will leave the Union Hotel, Longton, every day (Sundays excepted), at 6 1/2 a.m., passing through Stoke, Hanley, Burslem, Tunstall, Sandbach, Middlewich, Northwich, Warrington, Prescott, and arrive in Liverpool at 1 1/2 p.m. Returns daily at 2 p.m., from the Angel Hotel, Dale-street, Liverpool, by the same route; arriving in Burslem at 8 1/2, and in Longton at 9 1/2 p.m.

The "Hark Forward" coach meets a train at Sandbach Station, by which passengers will arrive in Manchester at 10 a.m., and, on its return from Liverpool, waits the arrival at Sandbach Station of the train which leaves Manchester at 5 1/2 p.m.

**FARES.**—From Longton to Liverpool, inside 8s., outside 6s.; to Manchester, inside 7s., outside 5s.; from Hanley to Manchester, inside 6s., outside 4s.

## TABLE

SHewing THE AMOUNT OF LUGGAGE ALLOWED TO EACH PASSENGER  
FREE OF CHARGE BY THE RESPECTIVE COMPANIES.

| Names of Railways.                   | 1st Class | 2nd Class | 3rd Class | Terms of excess.                                                                                                                |
|--------------------------------------|-----------|-----------|-----------|---------------------------------------------------------------------------------------------------------------------------------|
|                                      | lbs.      | lbs.      | lbs.      |                                                                                                                                 |
| Arbroath and Forfar .....            | 56        | 45        | 28        | According to weight and distance.                                                                                               |
| Belfast and Portadown .....          | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Bolton and Leigh .....               | 100       | 60        | 50        | According to weight and distance.                                                                                               |
| Bristol and Birmingham .....         | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Chester and Birkenhead .....         | 100       | 80        | 50        | 1s. 6d. $\varnothing$ 100 lbs. the whole length.                                                                                |
| Dublin and Kingstown .....           | 56        | 56        | 56        | 6d. $\varnothing$ cwt. for the whole distance.                                                                                  |
| Dublin and Drogheda .....            | 25        | 25        | 25        | According to weight and distance.                                                                                               |
| Dundee and Arbroath .....            | 56        | 56        | 56        | According to weight and distance.                                                                                               |
| Dundee and Newtyle .....             | 84        | 56        | 56        | According to weight and distance.                                                                                               |
| Durham and Sunderland .....          | 84        | 56        | 56        | According to weight and distance.                                                                                               |
| Eastern Counties, Colchester Line .. | 84        | 56        | 56        | According to weight and distance.                                                                                               |
| Ditto Cambridge Line .....           | 112       | 84        | 56        | According to weight and distance.                                                                                               |
| Edinburgh and Glasgow .....          | 112       | 112       | 56        | 6d. $\varnothing$ cwt.                                                                                                          |
| Garnkirk and Glasgow .....           | 112       | 56        | —         | According to weight and distance.                                                                                               |
| Glasgow, Paisley, & Greenock .....   | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Great Western .....                  | 60        | 60        | 60        | 1s. 6d. $\varnothing$ cwt.                                                                                                      |
| Great North of England .....         | 100       | 100       | 100       | $\varnothing$ d. $\varnothing$ lb under 20 miles; $\varnothing$ d. under 35; $\varnothing$ d. under 70; and 1d. above 70 miles. |
| Glasgow and Ayr .....                | 100       | 60        | 56        | 2s. 6d. $\varnothing$ cwt.                                                                                                      |
| Grand Junction .....                 | 100       | 100       | 56        | 3s. $\varnothing$ cwt.                                                                                                          |
| Hull and Selby .....                 | 100       | 100       | 56        | $\varnothing$ d. $\varnothing$ lb for 20 miles; $\varnothing$ d. from 20 to 56; and 1d. above 56 miles.                         |
| Lancaster and Preston .....          | 100       | 100       | 56        | 1s. $\varnothing$ cwt. and 8d. for every additional cwt.                                                                        |
| Liverpool and Manchester .....       | 100       | 100       | 56        | According to weight and distance.                                                                                               |
| London and Birmingham .....          | 56        | 60        | —         | 1s. 6d. $\varnothing$ qr., and 6d. for every additional qr.                                                                     |
| London and Croydon .....             | 60        | 60        | —         | 2d. $\varnothing$ quarter.                                                                                                      |
| London and Blackwall .....           | 84        | 56        | 40        | 3s. $\varnothing$ cwt.                                                                                                          |
| London and Brighton .....            | 56        | 56        | 56        | According to weight and distance.                                                                                               |
| London and Greenwich .....           | 112       | 56        | 28        | According to weight and distance.                                                                                               |
| London and South Western .....       | 100       | 100       | 60        | According to weight and distance.                                                                                               |
| Manchester and Bolton .....          | 100       | 100       | 60        | $\varnothing$ d. $\varnothing$ lb for 30 miles & under; above 30, $\varnothing$ d. $\varnothing$ lb. [the whole distance.]      |
| Manchester and Birmingham .....      | 112       | 60        | 40        | $\varnothing$ d. $\varnothing$ lb for 25 miles & under, $\varnothing$ d. above, and for                                         |
| Manchester and Leeds .....           | 84        | —         | —         | According to weight and description.                                                                                            |
| Maryport and Carlisle .....          | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Newcastle and Darlington .....       | 56        | 56        | 56        | According to weight and distance.                                                                                               |
| Newcastle and North Shields .....    | 100       | 100       | 56        | According to weight and distance.                                                                                               |
| Midland .....                        | 100       | 100       | 56        | According to weight and distance.                                                                                               |
| North Union .....                    | 84        | 56        | 56        | 1s. 6d. $\varnothing$ qr., and 6d. for every additional qr.                                                                     |
| Paisley and Renfrew .....            | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Preston and Wyre .....               | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| South Eastern .....                  | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Stockton and Darlington .....        | 100       | 100       | 100       | According to weight and distance.                                                                                               |
| Stockton and Hartlepool .....        | 60        | 60        | 60        | According to weight and distance.                                                                                               |
| Sheffield and Rotherham .....        | 112       | 60        | 60        | According to weight and distance.                                                                                               |
| Sheffield and Manchester .....       | 100       | 100       | 100       | 2s. $\varnothing$ cwt. to Leeds, Normanton, and Selby.                                                                          |
| Taff Vale .....                      | 100       | 60        | 60        |                                                                                                                                 |
| Yarmouth and Norwich .....           |           |           |           |                                                                                                                                 |
| York and North Midland .....         |           |           |           |                                                                                                                                 |

\*\*\* A two horse coach charged one third more than a one horse coach, and double that of a cab; but if a pair horse coach does not go more than  $\frac{2}{3}$  of a mile the fare is only 1s.

**TO**

[illegible]

TABLE OF HACKNEY COACH FARES, MEASURED FROM EUSTON STATION, LONDON.

[illegible]

\* With the exception of those places marked (\*), the above Table shows the extreme point of the respective Fares.  
Information relative to disputed Charges will be given at the Branch Office.

# Table of Hackney Coach and Cab Fares,

Measured from the Great Western Station, Paddington.

N.B.—This Railway Station being beyond three miles from the Post Office, Back Fare—8d. for Cabs, 1s. for Coaches—can be demanded after 8 o'clock p.m., and before 5 a.m.

| Coach, Cab.                                   | s. d. s. | Coach, Cab.                                 | s. d. s. | Coach, Cab.                                 | s. d. s. |
|-----------------------------------------------|----------|---------------------------------------------|----------|---------------------------------------------|----------|
| Adelphi-ter, Strand, any part                 | 3 2 4    | Pinebury-square, any part                   | 4 6 3    | Oxford-street, Princess-street              | 2 6 1    |
| Adlest.-st., Westminster-bdgs                 | 4 6 3    | Fleet-street, any part                      | 1 6 2    | Pail Mall, D. of York's Colonn.             | 3 0 2    |
| Aldgate Pump                                  | 2 6 1    | Gecard-st., Soho, Nassau-st.                | 2 6 1    | Pentoville, St. James's Chpl.               | 3 6 2    |
| Albany, Piccadilly                            | 5 3 4    | Gloucester-pl., Lower York pl.              | 1 6 1    | Piccadilly, Albany                          | 2 6 1    |
| Baker-street, Crawford-st.                    | 1 6 1    | Goswell-street, Allen street.               | 4 0 2    | Pimlico, Ecclestone-st.                     | 3 0 2    |
| Balf's Pond-rd., Elizabeth-pl.                | 0 0 0    | Gray's Inn-rd., 15 yds. short               | 3 6 2    | Poplar, Harrow-lane                         | 3 0 2    |
| Battersea-bridge, the Swan                    | 4 6 3    | Gray's Inn-lane, Portpool-in.               | 3 6 2    | Portland-place, Devonshire-st.              | 2 0 1    |
| Bank of England                               | 4 6 3    | Greenwich Railway Terminus                  | 3 6 2    | Portland-st., New Cavendish-st.             | 2 0 1    |
| Bedford-row, any part                         | 3 6 2    | London-bridge                               | 5 0 3    | Portman-square, any part                    | 1 6 1    |
| Bedford-square, any part                      | 3 0 2    | Grosvenor place, Chester-st.                | 2 6 1    | Post Office, St. Martin's-lane              | 4 0 2    |
| Bergrave-square, Halkin-st.                   | 2 6 1    | High-st., Audley                            | 2 0 1    | Queen's-square, Bloomsbury                  | 3 6 2    |
| Berkeley-square, Berkeley-st.                 | 4 6 3    | Guilford-st., Doughty-news                  | 3 0 2    | Westminster, any part                       | 3 6 2    |
| Bermundsey-st., Snow's-fields                 | 4 6 3    | Hackney-road, Greengate                     | 6 0 4    | Queen's Elm, Old George                     | 3 6 2    |
| Bishopsgate-street, Union-st.                 | 5 0 3    | Gloucester-pl.                              | 6 6 4    | Katcliffe Highway, Denmark-st.              | 6 0 4    |
| Blackfriars-rd., Stamford-st.                 | 4 6 3    | Hackney, Norton-st.                         | 0 0 0    | Regent-st., Finsbury-street                 | 2 6 1    |
| Blackwall Railway Terminus                    | 5 0 3    | St. Thomas's-square                         | 0 0 0    | Regent's Park, Cambridge-terrace, south end | 1 6 1    |
| London-street                                 | 5 0 3    | Hamstead-rd., Chalk Farm-in                 | 2 6 1    | Ulster-terrace                              | 1 6 1    |
| Blackwall, Norfolk-street                     | 8 6 8    | Pond-street                                 | 0 0 0    | Clarence-terrace                            | 1 6 1    |
| Blombury-sq., Southampton-st.                 | 3 0 2    | Hanover-square, at any part                 | 2 0 1    | South end                                   | 1 6 1    |
| Bond-street, Stafford-street                  | 2 0 1    | High-st., New-road                          | 1 6 1    | St. Katharine's Col.                        | 1 6 1    |
| British Museum                                | 2 0 1    | Holborn, Chancery-lane                      | 3 0 2    | Rothemithie, M. ry gold-street              | 6 6 4    |
| Brixton Church                                | 2 0 1    | Horse Guards, 10 yds beyond                 | 3 6 2    | Russell-square, any part                    | 3 0 2    |
| " Vassal-road                                 | 5 0 3    | Islington, Liverpool-road                   | 4 0 2    | Sikano-street, Exa Col-lane                 | 3 0 2    |
| " Park-place                                  | 5 6 8    | Cross-street                                | 4 0 2    | St. James's-street, any part                | 2 6 1    |
| Brompton, Brompton-square                     | 3 0 2    | " The Cock                                  | 0 0 0    | St. John's-street, Smithfield               | 4 0 2    |
| Brunswick-square, any part                    | 3 0 2    | Kennington-lane, Durham-st.                 | 5 0 3    | St. John's Wood-rd., Hamilton-terrace       | 1 0 0    |
| Bryanstone-square, any part                   | 1 6 1    | Turnpike                                    | 0 0 0    | St. Martin's-lane, New-street               | 3 0 2    |
| Buckingham-gate                               | 3 0 2    | Kennington-gate, Halfway House              | 5 0 3    | St. Paul's Churchyard, any part             | 4 0 2    |
| Brighton Railway Terminus                     | 5 0 3    | National School                             | 2 0 1    | Shaugh, Shindwell market                    | 6 6 4    |
| London Bridge                                 | 5 0 3    | " Gravel Pits, Peterborough-place           | 1 6 1    | Shoreditch, Church-street                   | 5 0 3    |
| Camberwell-green, Rye-lane                    | 6 0 4    | Keat-road, Lord Nelson                      | 6 6 8    | Shoreditch, Regent-street                   | 1 6 1    |
| Camden-town, Union-terrace                    | 3 0 2    | Kenilworth, Long-lane                       | 4 0 2    | Shoreditch, Long-lane                       | 4 0 2    |
| Cavendish-square, any part                    | 2 0 1    | Soho-square, any part                       | 2 6 1    | Soho-square, any part                       | 2 6 1    |
| Chapside, 30 yds beyond Bow Ch.               | 4 6 3    | South Lambeth, Cranw Thistle                | 4 6 3    | South-Western Railway Terminus              | 4 0 2    |
| Chelsea College                               | 3 0 2    | Kilburn Wells                               | 6 0 4    | Stamford-street, Hatfield-ct.               | 4 6 3    |
| Charing-cross                                 | 3 0 2    | Kingsland-road, York-terrace                | 6 0 4    | Stockwell, Garden-row                       | 5 6 8    |
| Chiswell-street, Bunhill-row                  | 4 6 3    | Regent's Canal                              | 5 6 8    | Strand, Agar street                         | 3 0 2    |
| City-road, River-terrace                      | 3 6 2    | Kingsland, Cock and Castle                  | 6 0 4    | Surrey Zoological Gardens                   | 4 6 3    |
| " Windsor-place                               | 4 0 2    | Knightsbridge, the Chapel                   | 2 6 1    | Major-place                                 | 4 6 3    |
| Clapham-road, Holland-street                  | 5 0 3    | Lambeth, Old Church                         | 4 6 3    | Tooley-street, Weaver's-lane                | 5 6 8    |
| " Stockwell-road                              | 5 0 3    | Leicester-square, any part                  | 3 0 2    | Tottenham-court-road, Bedford-square        | 2 6 1    |
| Clerkenwell-green, any part                   | 4 0 2    | Lincoln's Inn-fields, any part              | 3 6 2    | Tower-street, Mark-lane                     | 5 0 3    |
| Commercial-rd., Dock-street                   | 7 6 8    | London & Birmingham Rail-way, Euston-square | 2 6 1    | Vauxhall-bdge-rd., Trillick-st.             | 3 0 2    |
| " Heath-street                                | 7 6 8    | London-bridge, Surrey side                  | 5 0 3    | Surrey side                                 | 5 0 3    |
| " Dalgleish-st.                               | 7 6 8    | Long-acre, any part                         | 3 0 2    | Walcutt-place, Pownall-terrace              | 4 6 3    |
| " Limehouse-causeway                          | 8 6 8    | Maiden-hill, St. John's Wood-rd.            | 1 6 1    | Walworth, Manor-place                       | 4 6 3    |
| Covent Garden Theatre                         | 3 0 2    | Manchester-square, any part                 | 4 6 3    | Wapping, Dundee Wharf                       | 6 0 4    |
| Covent Garden Piazza                          | 3 0 2    | Mansion House, the centre                   | 1 6 1    | " Dock-stairs                               | 6 6 4    |
| Croydon Railway Terminus                      | 5 0 3    | Middlesex Hospital, first gate              | 2 6 1    | Waterloo-bridge, Surrey side                | 5 0 3    |
| London-bridge                                 | 5 0 3    | Mill-end Turnpike                           | 6 6 4    | Waterloo-bridge, Surrey side                | 5 0 3    |
| Curzon-street, any part                       | 2 0 1    | Mint, the                                   | 5 0 3    | Wellington-st., Wellington-pl.              | 6 0 4    |
| Dalston, Mason's-row                          | 5 6 8    | Montague-square, any part                   | 1 6 1    | Westminster Abbey, west door                | 3 6 2    |
| Dean-st., Soho, Compton-st.                   | 2 6 1    | New-road, Quebec-street                     | 1 0 8    | Whitehall, 10 yds beyond the Horse Guards   | 3 6 2    |
| Dockhead, Roman Catholic Chapel, Park-lane    | 6 0 4    | Newgate-street                              | 4 0 2    | Wimpole-street, Wignore-st.                 | 1 6 1    |
| Drury-lane Theatre, pit-door                  | 3 0 2    | Newington Butts, Elephant and Castle        | 5 0 3    | Wood-street, Fell-street                    | 4 6 3    |
| In Russell-street                             | 3 0 2    | Old Palace-yard, Abingdon-st.               | 3 6 2    |                                             |          |
| East India House                              | 5 0 3    | Old-street-road, Wood-street                | 4 6 3    |                                             |          |
| Eastern Counties Railway Terminus, Shoreditch | 5 6 8    | Ordinance Office, Pall Mall                 | 3 0 2    |                                             |          |
| Eaton-square, West-end                        | 0 0 0    |                                             |          |                                             |          |

## CAB FARES from the London & Brighton, Dover, Greenwich, and Croydon Railway Stations, London Bridge and Bricklayers' Arms.

\* \* Coach Fares are One-Half more.

| Lon. Bk.                        | Bk. lrs. | Lon. Bk.                          | Bk. lrs. | Lon. Bk.                        | Bk. lrs. |
|---------------------------------|----------|-----------------------------------|----------|---------------------------------|----------|
| Abingdon-street, Westminster    | 1 8 8    | St. Western Railway Terminus      | 4 6 3    | Pancras Old Church              | 2 0 1    |
| Admiralty                       | 1 8 8    | Grosvenor-square, Brook-st.       | 2 6 1    | New Church                      | 2 0 1    |
| Albany-street, Regent's-park    | 2 6 1    | Guilford-street                   | 1 8 2    | Peckham, Rye-lane               | 2 0 1    |
| Aldersgate-street               | 1 8 8    | Hackney-road (The Crescent)       | 1 8 2    | Pentonville Chapel              | 2 0 2    |
| Aldgate Pump                    | 2 6 1    | " (Seabright-pl.)                 | 1 8 2    | Piccadilly (Circus)             | 2 0 2    |
| Angel-street                    | 2 6 1    | Hackney Church                    | 3 0 2    | Piccadilly (Clarges-street)     | 2 0 2    |
| Argyue-street                   | 2 6 1    | Hampstead-rd. (Load of Hay)       | 3 4 0    | Pimlico, Vauxhall-road          | 2 0 2    |
| Argyue-street (Crown)           | 3 0 3    | Hanover-square                    | 2 4 2    | Portland-place                  | 2 6 1    |
| Bank of England                 | 0 8 1    | Harley-street, Queen Ann-st.      | 2 6 1    | Portland-square                 | 2 6 1    |
| Bedford-row                     | 1 8 2    | Hatfield-garden                   | 1 1 8    | Quadrant, Regent-street         | 2 0 2    |
| Bergrave-square                 | 2 6 1    | Haymarket                         | 3 0 2    | Queen-square, Bloomsbury        | 2 0 2    |
| Berkeley-square                 | 2 6 1    | Horne-hill (The Half Moon)        | 3 0 2    | Queen-square, Westminster       | 2 0 1    |
| Berners-st. (Little Castle-st.) | 2 0 2    | Hertford-street, Mayfair          | 2 6 1    | Regent-highway (N. Gravel-lane) | 1 4 2    |
| Birmingham K'way Terminus       | 2 4 3    | High Holborn (Red Lion-st.)       | 1 4 2    | Red Lion-square                 | 1 8 2    |
| Blackfriars Bridge, City side   | 1 0 1    | High-street, Marylebone           | 3 0 3    | Regent's-park, Chester-terrace  | 2 6 1    |
| Blackwall Railway Terminus      | 4 0 2    | Holborn-hill, the Foot of         | 1 0 1    | Regent-street, Hanover-terrace  | 2 6 1    |
| Bloomsbury-square               | 1 8 2    | Holles-st., Cavendish-square      | 2 4 2    | Regent-street, Hanover-street   | 2 6 1    |
| Bricklayers' Arms               | 1 0 1    | Holloway, T. P.                   | 2 6 1    | Russell-square, Barnard-street  | 2 0 2    |
| British Museum                  | 1 8 2    | House of Lords                    | 1 8 1    | St. Bartholomew's Hospital      | 1 0 1    |
| Brunswick-square                | 2 0 2    | King's Cross Church               | 3 0 3    | St. James's Palace              | 2 0 2    |
| Bryanstone-square               | 3 0 3    | Hungerford Market                 | 3 1 8    | St. John's wood (Eyre Arms)     | 1 8 2    |
| Burlington Arcade               | 2 4 2    | Hyde-park Corner                  | 2 6 1    | St. Martin's Church             | 1 8 2    |
| Burton-crescent                 | 2 4 2    | Islington (The Angel)             | 1 8 2    | St. Paul's Church-yard          | 1 0 1    |
| Camberwell-green                | 2 4 2    | Jermyn-street (York-st.)          | 2 0 2    | Shoreditch Church               | 1 4 2    |
| Candem-tow                      | 2 6 1    | Kennington-cross                  | 2 6 1    | Shore-square                    | 1 0 1    |
| Cavendish-square                | 2 4 2    | Kennington (The Oval)             | 1 8 1    | Smithfield, West, Hosios-lane   | 1 0 1    |
| Chancery-lane, Sergeant's Inn   | 1 4 1    | Kennington-gate, Halfway-hs       | 3 0 3    | Soho-square                     | 2 0 2    |
| Charing-cross                   | 1 8 2    | Kensington Gravel Pits            | 4 0 4    | Somerset-house                  | 1 4 1    |
| Charlotte-st., Fitzroy-square   | 2 4 2    | Kenilworth, Assembly-hs           | 3 1 8    | Southampton Railway Terminus    | 2 0 2    |
| Chatterbox                      | 3 0 3    | Kepell-street, Russell-square     | 2 0 2    | Southampton-st., Bloomsbury     | 2 0 2    |
| Chelsea Church                  | 3 4 0    | King-square, Goswell-rd.          | 1 8 2    | South Audley-street             | 2 6 1    |
| Chancery-lane                   | 2 4 2    | King's-cross, New-road            | 2 0 2    | Southwark-bridge, Surrey-side   | 6 0 4    |
| Clarges-street, Piccadilly      | 2 4 2    | Kingsland-road (Canal-bridg.)     | 1 8 2    | Spitalfields Church             | 1 0 1    |
| Clapham-road (The Swan)         | 2 6 1    | Kingsland (Victoria place)        | 2 6 1    | Stoney Green                    | 1 8 2    |
| " (Bedford Arms)                | 2 4 2    | Knightsbridge Barracks            | 1 0 1    | Suffolk-street, Pall-mall, East | 2 0 2    |
| Clerkenwell-green               | 1 4 2    | Lad-lane                          | 1 0 1    | Sussex-place, Regent's Park     | 3 4 8    |
| Clifford-street, Bond-street    | 2 4 2    | Lambeth Palace                    | 1 4 1    | Tavistock-square                | 2 0 2    |
| Commercial-rd. (Crombies-pl.)   | 1 4 1    | Lamb's Conduit-street             | 1 8 2    | Temple Bar                      | 1 4 1    |
| Conduit-street, Regent-street   | 1 8 2    | Lincoln's Inn                     | 1 8 2    | Temple-lane                     | 2 0 2    |
| Connaught-square                | 3 0 3    | Lincoln's Inn-square              | 1 8 2    | Torrington-square               | 2 0 2    |
| Covent-garden Market            | 1 8 1    | Lisson-grove, North               | 3 4 8    | Tottenham-ct.-rd. (Goodie-st)   | 2 0 2    |
| Curtain-road (Old-street road)  | 1 4 2    | Liverpool-road (Felix-terrace)    | 2 0 2    | Trinity-square, Tower-hill      | 0 8 1    |
| Custon-house                    | 0 8 1    | Liverpool-road (Felix-terrace)    | 2 0 2    | Upper Baker-street, New-rd.     | 3 0 3    |
| Davies-st., Berkeley-square     | 2 6 1    | Loveland-square, Brompton         | 2 6 1    | Upper Brook-street              | 3 0 3    |
| Devonshire-sq., Bishopsgate     | 1 0 1    | Manchester-square                 | 2 6 1    | Upper George-st., Portman-sq.   | 3 0 3    |
| Dorset-square                   | 3 4 3    | Mark-lane                         | 0 8 1    | Upper Grosvenor-street          | 2 6 1    |
| Downing-street                  | 1 8 1    | Mecklenburgh-square               | 1 8 2    | Upper Harley-street             | 2 6 1    |
| Drury-lane Theatre              | 1 8 1    | Montague-square                   | 3 0 3    | Vauxhall-bridge, Surrey-side    | 1 8 1    |
| Duke-st., Grosvenor-square      | 2 6 1    | Montague-square, Russell-sq.      | 2 4 2    | Vere-street, Oxford-street      | 2 6 1    |
| Duke-street, Blackfriars        | 1 0 1    | Moorgate (Chapel)                 | 1 8 1    | Vigo-street, Regent-street      | 2 0 2    |
| Duke-st. Dock-rd., New Ch.      | 2 6 1    | Mornington-cres. Hampstead-rd.    | 2 6 1    | Walworth-road (York-place)      | 1 0 1    |
| Eaton-square (Eccleston-st.)    | 2 4 2    | Nelson-square, Blackfriars-rd.    | 0 8 1    | Wapping, Dundee Wharf           | 1 0 1    |
| Edgware-road (John-street)      | 3 0 3    | New Bond-street, Clifford-st.     | 2 4 2    | King Edward-street              | 1 4 1    |
| Edgware-road, Finsbury          | 3 4 3    | New Church-street, Lisson-grove   | 3 4 3    | Waterloo-bridge, Surrey side    | 1 4 1    |
| Elephant and Castle             | 1 0 8    | New North-rd. (Canal-bridge)      | 1 4 2    | Waterloo-place, Pall Mall       | 2 0 2    |
| Elephant-square                 | 1 0 1    | Norfolk-street, Strand            | 1 4 2    | Waterloo-street, Cavendish-sq.  | 2 6 1    |
| Fitzroy-square                  | 2 4 2    | Northampton-square                | 1 8 2    | Waterloo-square                 | 2 6 1    |
| Fleet-street (Water-lane)       | 1 0 1    | Old Belisk, St. George's-fields   | 1 0 1    | Wellington-street, Strand       | 1 4 1    |
| Fleet-street, Cripplegate       | 1 0 1    | Old Bond-street                   | 2 4 2    | Westminster Hall                | 1 8 1    |
| Finsbury-square                 | 1 0 1    | Old Kent-road (East-lane)         | 1 0 1    | Whitehall Church                | 1 0 1    |
| Finsbury-square (Water-lane)    | 1 0 1    | Old-street, ct.                   | 1 4 2    | Whitehall-place                 | 1 8 1    |
| Finsbury-square, Cripplegate    | 1 0 1    | Oxford-street, W. (The Park-lane) | 2 6 1    | Wilmington-square               | 1 8 1    |
| Finsbury-square, Cripplegate    | 1 0 1    | Pall-mall                         | 2 0 2    | Wilton-crescent                 | 3 0 2    |
| Finsbury-square, Cripplegate    | 1 0 1    | Pantelnicou                       | 2 6 1    | Wimpole-st., Queen Anne-st.     | 2 6 1    |
| Finsbury-square, Cripplegate    | 1 0 1    | Park-crescent, Regent's-park      | 2 6 1    | Woburn-place, Tavistock-sq.     | 2 6 1    |
| Finsbury-square, Cripplegate    | 1 0 1    | Park-lane (Stanhope-gate)         | 2 6 1    | Woburn-square                   | 1 8 1    |
| Finsbury-square, Cripplegate    | 1 0 1    |                                   |          | Worship-street                  | 1 4 1    |
| Finsbury-square, Cripplegate    | 1 0 1    |                                   |          | York-place, Portman-square      | 3 0 3    |
| Finsbury-square, Cripplegate    | 1 0 1    |                                   |          | York-road, Lambeth              | 1 4 1    |
| Finsbury-square, Cripplegate    | 1 0 1    |                                   |          | York-street, Westminster        | 2 0 1    |

## LIST OF RAILROADS

NOW OPEN ON THE CONTINENT, AND THE FARES.

The Fares are in the Coins of each Country, and reduced into English Currency: th. thalers and silbgros; g. guilders, kreutzers, and cents; fr. francs and centimes.

| FROM.            | Mls. | DESTINATION.            | 1st CLASS. |    |           | 2ND CLASS. |    |           | 4-WHEEL CARR. |    |            |
|------------------|------|-------------------------|------------|----|-----------|------------|----|-----------|---------------|----|------------|
| Aix-la-Chapelle. | 43   | Cologne . . . . . th.   | 2          | .. | s. D. 6 0 | 1          | 15 | s. D. 4 6 | 11            | .. | s. D. 33 0 |
| Amsterdam        | 25   | Utrecht . . . . . g.    | 1          | 80 | 3 0       | 1          | 40 | 2 4       | 12            | .. | 20 0       |
| Amsterdam        | 28   | Arnhem . . . . . g.     | ..         | .. | ..        | ..         | .. | ..        | ..            | .. | ..         |
| Antwerp.         | 150  | Brussels . . . . . fr.  | 3          | 25 | 2 7       | 2          | 50 | 2 0       | 27            | .. | 21 7       |
| Antwerp.         | 96   | Cologne . . . . . fr.   | 21         | .. | 16 10     | 16         | .. | 12 10     | 144           | .. | 115 2      |
| Antwerp.         | 107  | Lille . . . . . g.      | ..         | .. | ..        | ..         | .. | ..        | ..            | .. | ..         |
| Augsburg         | 39   | Aix-la-Chapelle. fr.    | 13         | 50 | 10 10     | 10         | 50 | 8 5       | 102           | .. | 81 7       |
| Basel            | 86   | Munich . . . . . g.     | 3          | .. | 6 0       | 2          | 12 | 4 5       | 20            | .. | 40 0       |
| Berlin           | 200  | Strasbourg . . . . fr.  | 13         | 95 | 11 2      | 10         | 60 | 8 6       | 50            | .. | 40 0       |
| Berlin           | 53   | Dresden . . . . . g.    | ..         | .. | ..        | ..         | .. | ..        | ..            | .. | ..         |
| Berlin           | 140  | Frankfort on O. th.     | 2          | 10 | 7 0       | 1          | 15 | 4 6       | 6             | .. | 18 0       |
| Berlin           | 128  | Leipzig . . . . . th.   | 5          | 15 | 16 6      | 3          | 20 | 11 0      | 27            | .. | 81 0       |
| Berlin           | 18   | Magdeburg . . . . th.   | 4          | 20 | 14 0      | 3          | 5  | 9 6       | 25            | .. | 75 0       |
| Berlin           | 90   | Potsdam . . . . . th.   | ..         | 20 | 2 0       | ..         | 15 | 1 6       | 123           | .. | 1 3        |
| Bonn             | 16   | Stettin . . . . . g.    | ..         | .. | ..        | ..         | .. | ..        | ..            | .. | ..         |
| Breslau          | 53   | Cologne . . . . . th.   | ..         | 15 | 1 6       | ..         | 10 | 1 0       | ..            | .. | ..         |
| Brunswick.       | 44   | Oppeln . . . . . th.    | 2          | 16 | 7 8       | 1          | 18 | 4 10      | 7             | .. | 21 0       |
| Brussels         | 142  | Hanover . . . . . g.    | ..         | 20 | 2 0       | ..         | 18 | 1 10      | ..            | .. | ..         |
| Brussels         | 69   | Cologne . . . . . fr.   | 20         | 50 | 16 5      | 15         | 50 | 12 5      | 141           | .. | 112 10     |
| Budweis          | 54   | Valenciennes . . fr.    | 6          | .. | 4 10      | 4          | 75 | 3 10      | ..            | .. | ..         |
| Carlsruhe        | 21   | Lintz . . . . . g.      | 3          | .. | 5 0       | 2          | .. | 3 4       | ..            | .. | ..         |
| Carlsruhe        | 48   | Baden . . . . . g.      | 1          | 30 | 2 6       | 1          | .. | 1 8       | ..            | .. | ..         |
| Dresden          | 60   | Offenbourg . . . . g.   | 3          | 18 | 5 6       | 2          | 12 | 3 8       | ..            | .. | ..         |
| Dresden          | 134  | Leipzig . . . . . th.   | 2          | 8  | 6 10      | 1          | 8  | 3 10      | 13            | .. | 39 0       |
| Dusseldorf.      | 18   | Magdeburg . . . . g.    | ..         | .. | ..        | ..         | .. | ..        | ..            | .. | ..         |
| Frankfort O. M.  | 21   | Elberfeld . . . . . th. | ..         | 25 | 2 6       | ..         | 18 | 1 10      | 4             | .. | 12 0       |
| Frankfort O. M.  | 26   | Mainz . . . . . g.      | 2          | 6  | 3 6       | 1          | 27 | 2 5       | 8             | 15 | 13 10      |
| Hague.           | 47   | Wiesbaden . . . . g.    | 2          | 42 | 4 6       | 1          | 48 | 3 0       | 9             | 12 | 15 5       |
| Heidelberg.      | 33   | Amsterdam . . . . g.    | 3          | 65 | 6 1       | 2          | 45 | 4 1       | ..            | .. | ..         |
| Leipzig          | 73   | Altenburg . . . . . g.  | ..         | 51 | 1 5       | ..         | 30 | 0 10      | 5             | 6  | 8 7        |
| Manheim          | 52   | Mannheim . . . . . th.  | 1          | 12 | 4 3       | ..         | 26 | 2 8       | ..            | .. | ..         |
| Manheim          | 93   | Baden . . . . . g.      | 5          | 6  | 8 7       | 3          | 30 | 5 10      | 18            | 39 | 48 1       |
| Manheim          | 100  | Carlsruhe . . . . . g.  | 3          | 18 | 5 6       | 2          | 12 | 3 8       | 19            | 39 | 33 0       |
| Ostend           | 92   | Kehl . . . . . g.       | 6          | 45 | 11 3      | 4          | 30 | 7 6       | 40            | 30 | 68 0       |
| Ostend           | 169  | Offenbourg . . . . g.   | 6          | 33 | 10 11     | 4          | 24 | 7 4       | 39            | 18 | 66 0       |
| Ostend           | 212  | Antwerp . . . . . fr.   | 9          | 25 | 7 5       | 7          | .. | 5 7       | 75            | .. | 60 0       |
| Ostend           | 189  | Brussels . . . . . fr.  | 9          | 25 | 7 5       | 7          | .. | 5 7       | 75            | .. | 60 0       |
| Ostend           | 212  | Aix-la-Chapelle. fr.    | 19         | 50 | 15 7      | 15         | 25 | 12 2      | 165           | .. | 132 0      |
| Paris            | 18   | Cologne . . . . . fr.   | 27         | .. | 21 7      | 20         | 75 | 16 7      | 207           | .. | 165 7      |
| Paris            | 78   | Corbail . . . . . fr.   | 3          | .. | 2 5       | 2          | 40 | 1 11      | 20            | .. | 16 0       |
| Paris            | 5    | Orleans . . . . . fr.   | 15         | .. | 12 0      | 12         | 60 | 10 1      | 82            | .. | 65 7       |
| Paris            | 84   | Rouen . . . . . fr.     | 16         | .. | 12 10     | 13         | .. | 10 6      |               |    |            |

PLACES OF AMUSEMENT, &C. IN THE METROPOLIS.

| OPEN ON CERTAIN DAYS, AS UNDER.                                                     |                                                             |  |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|--|
| British Museum, Grafton-street .....                                                | Monday, Wednesday, and Friday.                              |  |
| Artistic Museum, Wellington-street .....                                            | Monday, Wednesday, and Friday.                              |  |
| Chelsea Military Academy, Wellington-street .....                                   | Monday, Wednesday, and Friday.                              |  |
| College of Surgeons' Museum, Monday, Tuesday, Wednesday, Thursday, and Friday ..... | Monday, Tuesday, Wednesday, Thursday, and Friday.           |  |
| East India Company's Library, Tuesday, Wednesday, Thursday, and Friday .....        | Tuesday, Wednesday, Thursday, and Friday.                   |  |
| Entomological Museum, Broad-street .....                                            | Tuesday, Wednesday, Thursday, and Friday.                   |  |
| Geological Museum, Broad-street .....                                               | Tuesday, Wednesday, Thursday, and Friday.                   |  |
| Greenwich Hospital, Royal Institution, Tuesday, Thursday, & Saturday .....          | Tuesday, Thursday, & Saturday.                              |  |
| Greenwich Hospital, Royal Institution, Monday and Friday .....                      | Monday and Friday.                                          |  |
| OPEN ON CERTAIN DAYS, AS UNDER.                                                     |                                                             |  |
| 2 Grosvenor Lectures .....                                                          | Wednesday, Thursday, and Friday.                            |  |
| 2 Hampton Court .....                                                               | Monday, Tuesday, Wednesday, Thursday, Saturday, and Sunday. |  |
| 1 Holland's Singing Classes .....                                                   | Tuesday and Friday.                                         |  |
| 1 National Gallery, Pall Mall .....                                                 | Tuesday, Wednesday, Thursday, and Friday.                   |  |
| 1 National Gallery, Pall Mall .....                                                 | Monday, Tuesday, Wednesday, Thursday, Saturday, and Sunday. |  |
| 1 Society of Arts, Adelphi .....                                                    | Monday, Tuesday, Wednesday, Thursday, Saturday, and Sunday. |  |
| 1 Windsor Castle .....                                                              | Tuesday, Wednesday, Thursday, and Friday.                   |  |

TICKETS to be obtained from Leon Slatkine, and Friday.

day and Friday.  
**OPEN DAILY.**

- 1 Geological Museum, Somerset House
- 2 Garden of the Royal Botanic Society, 21, Upper Grosvenor Street, London, W.1
- 3 Horticultural Gardens, Chiswick.
- 4 House of Lords.
- 5 Kew Gardens, Museum, College of Surgeons
- 6 London Missionary Museum, Bloomsfield Street, Finsbury.
- 7 Museum and Bot. S., Baker Street, Monmouth.
- 8 Chelsea Hospital.
- 9 Hyde Park Corner.
- 10 Christ's Hospital, Regent Street.
- 11 Colosseum, Regent's Park.
- 12 Regent's Park.
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1 Require Tickets. 2 Are Free. The rest must be paid for.

**The Electric Telegraphs**, together with a great variety of apparatus worked by means of Galvanism and Magnetism, intended to illustrate the principles of Electricity as applied to the rapid conveyance of intelligence, can be seen in operation daily, at the Paddington and Slough Stations, on the Great Western Railway.—Admission 1s. THOMAS HOME, LUCENSE.

## RESIDENCES OF FOREIGN AMBASSADORS AND CONSULS

**AMEMBASSADORS AND CONSULS.**  
**PASSPORTS OBTAINED AT EACH.**

|                   |                                                                                                                                     |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| America .....     | Ambassador's residence, 45, Grosvenor-place; Consul's office, 1, Bishopsgate churchyard.                                            |
| Austria .....     | Ambassador's residence, 7, Chandos-street, Cavendish-square                                                                         |
| Baden .....       | Consul's office, 6, Great Winchester-street.                                                                                        |
| Bavaria .....     | Ambassador's residence, 33, Hill-street, Berkeley-square; Consul's office, 11, Bury's-court, St. Mary Axe.                          |
| Belgium .....     | Ambassador's residence, 30, Portland-place; Passport office, 9 A, Weymouth-street, Portland-place.                                  |
| Brazil .....      | Ambassador's residence, 10, York-place, Portman-square; Consul's office, 3, Howford-bldg., Fenchurch-st.                            |
| Denmark .....     | Ambassador's residence, 20, Wilton-crescent; Consul's office, 6, Warford-court, Throgmorton-street.                                 |
| Frankfort .....   | Consul's office, 12, Broad-street Buildings, Manchester-house, Manchester-square; Passport office, 6, Poland-street, Oxford-street. |
| France .....      | Ambassador's residence, 44, Grosvenor-place; Consul's office, 6, Circus, Minorities.                                                |
| Hanover .....     | Ambassador's residence, 25, Wilton-crescent; Consul's office, 123, Fenchurch-street.                                                |
| Netherlands ..... | Ambassador's residence, 4, Carlton-terrace; Consul's office, 106, Fenchurch-street.                                                 |
| Prussia .....     | Ambassador's residence, 30, Dover-street, Piccadilly; Consul's office, 1, Cophthal-buildings, City.                                 |
| Russia .....      | Ambassador's residence, 11, Grosvenor-street; Consul's office, 31, Old Jewry.                                                       |
| Sardinia .....    | Ambassador's residence, 57, Upper Seymour-street; Consul's office, 27, New Broad-street, City.                                      |
| Portugal .....    | Ambassador's residence, 8, Chesterfield-street, May Fair; Consul's office, 76, Cornhill.                                            |
| Saxony .....      | Ambassador's residence, 15, Princess-street, Cavendish-square.                                                                      |
| Spain .....       | Ambassador's residence, 2, Cumberland-street; Portman-sq.; Consul's office, 37, Broad-st. chambers, Old Broad-st.                   |
| Sweden .....      | Ambassador's residence, 13, Talkin-st, Belgrave-sq.; Consul's office, 27, Great St. Helen's-st.                                     |

# GENERAL STEAM NAVIGATION COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

OFFICES IN LONDON.

Chief—69, Lombard-street.—Branch—37, Regent Circus, Piccadilly,  
35, Leadenhall-street.

Particulars of the Departures, &c., of the Company's Ships for the Month of

## JUNE, 1846,

Including all places on the RHINE.

### LONDON & HAMBURGH,

From and to the Custom House or Tower, with Her Majesty's Mails.

Caledonia, Capt. H. W. Gibbs.—Neptune, Capt. H. Whittingham.—  
Countess of Lonsdale, Capt. R. S. Stranack.—John Bull, Capt. John  
Palmer Corbin.—Princess Royal, Capt. H. W. Gibbs.

#### From LONDON.

|                            |                              |                            |
|----------------------------|------------------------------|----------------------------|
| Wednesday 3 June .. 5 a.m. | Saturday .. 13 June.. 3 a.m. | Wednesday 24 June.. 3 a.m. |
| Saturday .. 6 .. 6 .. 6    | Wednesday 17 .. 5 .. 5       | Saturday .. 27 .. 2 .. 2   |
| Wednesday 10 .. 4 .. 4     | Saturday .. 20 .. 6 .. 6     |                            |

#### From HAMBURGH.

|                            |                              |                            |
|----------------------------|------------------------------|----------------------------|
| Wednesday 3 June .. 7 a.m. | Saturday .. 13 June.. 4 a.m. | Wednesday 24 June.. 2 a.m. |
| Friday .. 5 .. 12 Night.   | Wednesday 17 .. 7 .. 7       | Saturday .. 27 .. 3 .. 3   |
| Wednesday 10 .. 2 a.m.     | Friday .. 19 .. 12 Night     |                            |

FARES.—Chief cabin, £4;—Fore cabin, £3;—Four-wheel carriages, £10;—Two-wheel ditto  
£6;—Horses, £7;—Dogs, £1 each.

Agents—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Hamburg, Mr. G.  
DELAVAL, 37, Stubbenhuck

Passengers must be on board before 12 o'clock on Tuesday and Friday evenings.  
Carriages and Horses must be sent to Custom House Quay, Lower Thames-street, by 12 o'clock  
the day previous to the departure of the Packets.

### LONDON AND OSTEND, AND THE RHINE.

Direct from and to London Bridge Wharf, Blackwall.

PASSENGERS WALK ON BOARD.

Triton, Capt. R. Ovenden.—Sir Edward Banks, Capt. W. H. Taylor.

These Vessels carry a Bag of Letters from the Post Office.

#### From London.

|                           |                              |                            |
|---------------------------|------------------------------|----------------------------|
| Wednesday.. 3 June 6 a.m. | Saturday .. 13 June 3 a.m.   | Wednesday.. 24 June 1 a.m. |
| Saturday .... 6 .. 7 .. 7 | Wednesday 17 .. 7 .. 7       | Saturday .... 27 .. 3 .. 3 |
| Wednesday.. 10 .. 1 .. 1  | Saturday .... 20 .. 10 .. 10 |                            |

#### From OSTEND. \*

|                             |                              |                            |
|-----------------------------|------------------------------|----------------------------|
| Wednesday... 3 June 5 a.m.  | Friday .... 12 June 12 Night | Tuesday... 23 June 10 p.m. |
| Friday..... 5 .. 10 p.m.    | Wednesday.. 17 .. 4 a.m.     | Friday..... 26 .. 11 .. 11 |
| Tuesday ..... 9 .. 10 .. 10 | Friday..... 19 .. 9 3/4 p.m. | Wednesday.. 1 July 2 a.m.  |

\* The Departures are so arranged, that Passengers from COLOGNE and AIX-LA-CHA-  
PELLE by the first Morning Train, and from BRUSSELS by the Afternoon Train, can reach  
OSTEND, and be conveyed by these Packets DIRECT TO LONDON, QUICKER THAN via  
DOVER or RAMSGATE.

FARES.—Chief cabin, £1 10s.;—Fore cabin, £1 5s.;—Children under 10 years, half price;—  
Four-wheel carriages, £4 4s.;—Two-wheel ditto, £2 2s.;—Horses, £4 4s.;—Dogs, 5s. each.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane; in Ostend, Mr. J.  
HERREWYN.—Agents—In Ostend, Mr. R. ST. AMOUR, Grande Place; in Gand, Mr. I. VAN-  
AKEN, Place St. Michel; in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

### LONDON & ANTWERP, AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

Soho, Capt. J. F. Cullen.

This Vessel carries a Bag of Letters from the Post Office.

#### From LONDON.

Every THURSDAY at 11 in the Morning.

#### From ANTWERP.

Every SUNDAY at 1 Afternoon.

Broker—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents—In Antwerp, Mr.  
C. BREQUIGNY; in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

FARES.—Chief cabin, £2 2s.;—Fore cabin, £1 12s. 6d.;—Children under 10 years, half price;  
—Coach, £6;—Chariot, £3;—Light caleche, £4;—Two-wheel carriages, £3;—Horses, £5;—  
Dogs, 10s. each.

Passengers can book direct from London to any place on the Rhine, via Rotterdam, Antwerp, or  
Ostend.—For Fares, Rhine Agents, and full particulars, see last page.

Carriages and Horses, direct to the Rhine, at very reduced rates.

TICKETS for the journey, OUT and HOME, via ROTTERDAM, are given at a considerable  
reduction on the return fare; and with the privilege of proceeding via ANTWERP or  
OSTEND, free of extra charge for sea passage.

[See page 73.]

## LONDON & ROTTERDAM,

AND THE RHINE.

With Her Majesty's Mails.

PASSENGERS WALK ON BOARD, AND ON SHORE.

Columbine, Capt. William Norwood.—Giraffe, Capt. Robert Stranack.—  
Ocean, Capt. Joseph C. Hast.

### From LONDON.

Every Wednesday and Saturday Morning, from BRUNSWICK WHARF, Blackwall, at 10 precisely.

Wednesday.. 3 June.. 7 a.m.  
Saturday.... 6 " .. 8 "  
Wednesday.. 10 " .. 10 "  
Saturday.... 13 " .. 12 noon

### From ROTTERDAM.

Wednesday.. 17 May.. 7 a.m.  
Saturday.... 20 " .. 7 "  
Wednesday.. 24 " .. 10 "  
Saturday.... 27 " .. 12 noon

Broker.—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents.—In Rotterdam, Mr. W. SMITH, and Mr. P. A. VAN ES.

FARES.—Chief cabin, £2 2s.;—Fore cabin, £1 12s. 6d.;—Children under 10 years, half price;—Coach, £6;—Chariot, £5;—Light caleche, £4;—Two-wheel carriages, £3;—Horses, £5;—Dogs, 10s. each.

Passengers can book direct from London to any place on the Rhine, via Rotterdam, Antwerp; or Ostend.—For Fares, Rhine Agents, and full particulars, see page 73.

TICKETS for the journey, out and home, are given, via ROTTERDAM, at a considerable reduction on the return fare; and with the privilege of proceeding via ANTWERP or OSTEND free of extra charge for sea passage.

## LONDON & BOULOGNE,

Direct from and to London Bridge Wharf.

PASSENGERS WALK ON BOARD.

Harlequin, Capt. R. Major.—City of London, Capt. Robert Stock.—  
William Jolliffe, Capt. H. Cheesman.

### From LONDON.

Wednesday.. 3 June.. 5 a.m.  
\*Thursday.. 4 " .. 6 "  
Saturday.... 6 " .. 8 "  
Wednesday.. 10 " .. 11 "

\*Thursday.. 11 June.. 11 a.m.  
Saturday.... 13 " .. 2 "  
Wednesday.. 17 " .. 5 "  
\*Thursday.. 18 " .. 6 "

Saturday.. 20 June.. 8 a.m.  
Wednesday.. 24 " .. 11 "  
\*Thursday.. 25 " .. 11 "  
Saturday.... 27 " .. 12 noon

### From BOULOGNE.

Tuesday.... 2 June.. 4 a.m.  
Friday..... 5 " .. 6 "  
\*Saturday.. 6 " .. 10 p.m.  
Monday.... 8 " .. 10 "  
Thursday.. 11 " .. 12 "

\*Sunday.... 14 June 2 a.m.  
Tuesday.... 16 " .. 4 "  
Friday.... 19 " .. 6 "  
\*Saturday.. 20 " .. 10 p.m.

Monday.... 22 June 10 night  
\*Thursday.. 25 " .. 12 "  
\*Sunday.... 28 " .. 2 a.m.  
Tuesday.... 30 June 2 "

\* These Vessels carry Merchandise as well as Passengers.

Agents.—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Boulogne, Mr. W. HUGHES, and Mr. DELATTRE, Rue de l'Ecu, 55.

FARES.—Chief cabin, 15s.;—Fore Cabin, 10s.;—Children under 10 years, half price. Messenger or Courier with despatches, £2 2s. extra Fare. Four-wheel carriages, £3;—Two-wheel ditto £1 10s.;—Horses, £2;—Dogs, 5s.

Passengers and Parcels booked throughout from London to Paris.

## LONDON & CALAIS,

Direct from and to London Bridge Wharf.

PASSENGERS WALK ON BOARD.

Belfast, Capt. James Pashley.—Tourist, Capt. R. Grant.

### From LONDON.

Thursday.. 4 June.. 5 a.m.  
Sunday.... 7 " .. 10 "

Thursday.. 11 June 11 a.m.  
Sunday.... 14 " .. 3 "  
Thursday.. 18 " .. 6 "

Sunday.... 21 " .. 10 a.m.  
Thursday.. 25 " .. 11 "  
Sunday.... 28 " .. 12 noon

### From Calais.

Thursday.. 4 June.. 6 a.m.  
Saturday.. 6 " .. 10 p.m.  
Wednesday 10 " .. 12 "

Sunday.. 14 June 3 a.m.  
Thursday.. 18 " .. 6 "  
Saturday.. 20 " .. 10 p.m.

Wednesday 24 June 12 p.m.  
Sunday.. 28 " .. 2 a.m.  
Thursday.. 2 July 4 "

These Vessels carry Merchandise as well as Passengers.

Brokers.—In London, Mr. L. REDHEAD, 59, Mark-lane, and Mr. C. HACKETT, 8, Savage Gardens, Tower Hill; in Calais, Mr. C. de RHEIMS, and Mr. G. F. SPIERS.  
Agent.—In Calais, Mr. A. SPIERS, Grande Place.

FARES.—Chief cabin, 15s.;—Fore cabin, 10s.;—Children under 10 years, half price. Messenger or Courier with despatches, £2 2s. extra Fare.—Four-wheel carriages, £3;—Two-wheel ditto, £1 10s.;—Horses, £2;—Dogs, 5s.

Passengers and Parcels booked throughout from London to Paris.

## DOVER & BOULOGNE.

MAGICIAN.—Capt. W. Mortleman.

### From DOVER.

Monday.... 1 June 3 0 p.m.  
Wednesday 3 " 3 30 "  
Friday..... 5 " 6 0 "

Monday.... 8 June 3 0 a.m.  
Wednesday 10 " 10 50 "  
Friday..... 12 June 10 50 a.m.

Monday.... 15 " 3 0 p.m.

### From BOULOGNE.

Tuesday.... 2 June 1 45 p.m.  
Thursday.... 4 " 3 45 "  
Saturday.... 6 " 5 30 "

Tuesday.... 9 June 7 30 a.m.  
Thursday.... 11 " 9 0 "  
Saturday.... 13 June 10 45 a.m.

Tuesday.... 16 " 1 45 p.m.

FARES.—Chief cabin, 8s.;—Fore cabin, 6s.;—Children under 10 years, 4s.;—Carriages, four wheels, £2 2s.; two wheels, 21s.; Horses in boxes, 25s.; Dogs, 2s. 6d. each.

Agent at Dover, Mr. JOHN HAYWARD, JUN., Office on the Quay.—BOULOGNE.—Mr. W. HUGHES, and Mr. DELATTRE, Rue de l'Ecu, 55.

The Railway trains leave London Bridge terminus and Bricklayers' Arms, for Dover, ten times a day.—Fares in 1st. class, 15s.; 2nd class, 10s.

**BRIGHTON AND DIEPPE.**Magnet, Capt. J. Goodburn.—Menai, Capt. J. Scott.  
Fame, Capt. E. Harty,From Railway Terminus, Kingston Wharf, Shoreham Harbour, calling  
(weather permitting, and during daylight only) at Brighton Pier half an hour afterwards.

|                                   |                                          |                                        |
|-----------------------------------|------------------------------------------|----------------------------------------|
| Monday... 1 June 4 p.m.           | Thursday... 11 June 12 <sup>3</sup> noon | Monday... 22 June 10 <sup>3</sup> a.m. |
| Tuesday... 2 " 5 "                | Friday... 12 " 2 p.m.                    | Tuesday... 23 " 11 <sup>4</sup> "      |
| Wednesday... 3 " 6 <sup>4</sup> " | Saturday... 13 " 2 "                     | Wednesday... 24 " 12 noon              |
| Thursday... 4 " 6 <sup>4</sup> "  | Monday... 15 " 4 "                       | Thursday... 25 " 12 "                  |
| Friday... 5 " 7 <sup>2</sup> p.m. | Tuesday... 16 " 5 "                      | Friday... 26 " 1 <sup>1</sup> p.m.     |
| Saturday... 6 " 9 a.m.            | Wednesday... 17 " 6 "                    | Saturday... 27 " 2 "                   |
| Monday... 8 " 10 <sup>3</sup> "   | Thursday... 18 " 7 "                     | Monday... 29 " 3 "                     |
| Tuesday... 9 " 11 <sup>4</sup> "  | Friday... 19 " 7 <sup>4</sup> "          | Tuesday... 30 " 3 <sup>4</sup> "       |
| Wednesday... 10 " 12 noon         | Saturday... 20 " 9 a.m.                  |                                        |

**From DIEPPE**

|                                      |                                   |                                        |
|--------------------------------------|-----------------------------------|----------------------------------------|
| Monday... 1 June 4 <sup>4</sup> a.m. | Thursday... 11 June 1 a.m.        | Sunday... 21 June 10 <sup>4</sup> p.m. |
| Tuesday... 2 " 5 <sup>4</sup> "      | Friday... 12 " 1 <sup>4</sup> "   | Monday... 22 " 11 <sup>4</sup> "       |
| Wednesday... 3 " 6 "                 | Saturday... 13 " 2 <sup>4</sup> " | Wednesday... 24 " 1 a.m.               |
| Thursday... 4 " 7 "                  | Monday... 15 " 4 "                | Thursday... 25 " 1 "                   |
| Friday... 5 " 8 "                    | Tuesday... 16 " 5 "               | Friday... 26 " 1 <sup>4</sup> "        |
| Saturday... 6 " 9 <sup>4</sup> "     | Wednesday... 17 " 6 "             | Saturday... 27 " 2 "                   |
| Sunday... 7 " 10 <sup>3</sup> night  | Thursday... 18 " 7 "              | Monday... 29 " 3 "                     |
| Monday... 8 " 11 "                   | Friday... 19 " 8 "                | Tuesday... 30 " 3 <sup>4</sup> "       |
| Tuesday... 9 " 11 <sup>4</sup> "     | Saturday... 20 " 9 <sup>4</sup> " | Wednesday... 1 July 4 <sup>4</sup> "   |

Fares—Chief cabin, £1, Fore cabin, 15s., Children under 10 years half price. 4-wheel carriages, £3 3s., 2 wheel ditto, £2 2s., Horses, £2 10s., Dogs, 5s. each.

Agent at Brighton, Mr. P. BLACK,—at Dieppe, Mr. G. CHAPMAN,—at Havre, Mr. P. ALBRECHT,—at Rouen, Mr. F. G. TURNER, 13, Quai de la Bourse.

The Railway Trains leave London nine times a day, and the journey may thus be performed from London to Dieppe in 9 hours; from Dieppe to Rouen the journey occupies four hours; and the Railway Trains leave Rouen six times a day for Paris, performing the journey in 4 hours.—Fares in 1st class, frs. 16, or 12s. 10d., 2nd class, frs. 13, or 10s. 6d.

The Diligences leave Dieppe for Rouen at half-past Eight and half-past Ten in the morning and Three and Four in the afternoon, performing the distance in four hours.

The Railroad leaves Rouen for Paris daily at 1, 6, 9, and 12 morning, and 4 and 6 afternoon, performing the distance in four hours.

Should there be a large number of Passengers by the Packets, extra Diligences are put on for their accommodation.

**LONDON & RAMSGATE.**

The MURCURY, Capt. J. Corbin.

From London Bridge Wharf, EVERY MORNING at half-past Nine, calling at Blackwall Pier at a Quarter-past Ten. Saloon, 6s. Fore Cabin, 5s. Children, 3s.

**LONDON & HAVRE,**Direct from and to St. Katherine's Steam Wharf.  
PASSENGERS WALK ON BOARD.Rainbow, Capt. John Fife,—James Watt, Capt. J. Ferguson.  
Wilberforce, Capt. W. Phillips.

These Vessels carry a bag of Letters from the Post Office.

**From LONDON**

Every Thursday and Sunday morning at Eight,

**From HAVRE.**

|                          |                          |                                           |
|--------------------------|--------------------------|-------------------------------------------|
| Wednesday, 3 June 5 p.m. | Sunday... 14 June 2 p.m. | Wednesday... 24 June 11 <sup>4</sup> a.m. |
| Sunday... 7 " 9 a.m.     | Wednesday... 17 " 5 p.m. | Sunday... 28 " 1 p.m.                     |
| Wednesday, 10 " 11 a.m.  | Sunday... 21 " 9 a.m.    | Wednesday... 1 July 4 p.m.                |

FARES—chief cabin, £1 10s.; fore cabin, £1.—Children under 12 years of age, half price.—Four-wheel carriages, £4 4s.; Two-wheel carriages, £3 3s.; Horses, £2 10s.; Dogs, 5s. each. For other particulars, apply to Broker in London, Mr. L. REDHEAD, 59, Mark-lane.—Agent in Havre, Mr. P. ALBRECHT.—In Rouen, Mr. F. G. TURNER, 13, Quai de la Bourse.

**LONDON & HULL,**

From and to London Bridge Wharf, where all goods are requested to be sent.

The Waterwitch, Capt. N. Gibson—Vivid, Capt. J. Agars.

Leaving London for Hull every Tuesday and Friday Morning at Eight.—Leaving Hull for London every Tuesday and Saturday, at 3 o'clock in the afternoon.

FARES—Saloon, 17s. 6d.; Fore cabin, 10s.; Coach, £3 10s.; Four-wheel carriages, (for single horses) £2 5s.; Gig, £1 11s. 6d.; Horses, £2 2s.; Dogs, 2s. 6d.; Cattle, per head, £1 10s.; ditto, Scotch or Irish, £1 1s.; exclusive of Shipping and Wharfage.

Agent in London, Mr. EDWARD ABELL, 41, Fish-street Hill.—Hull, Mr. H. D. PAULING.

**LONDON & EDINBURGH,**

The New and Splendid Steam Ships

Trident, Clarence, and Leith,

|                                                                                     |                   |                    |                |
|-------------------------------------------------------------------------------------|-------------------|--------------------|----------------|
| Are appointed to leave Brown's Wharf, adjoining the West India Dock Tavern, Poplar, |                   |                    |                |
| Saturday... June 6                                                                  | Saturday... " 20  | Saturday... July 4 | } at 10 night. |
| Wednesday... " 10                                                                   | Wednesday... " 24 | Wednesday... " 8   |                |
| Saturday... " 13                                                                    | Saturday... " 27  |                    |                |

Omnibuses carry Passengers from 37, Regent Circus, Piccadilly, and 35, Leadenhall street, direct to the Ship.

Leaving Edinburgh for London on the same days at Three in the afternoon.

FARES, including Provisions:—Chief cabin, £3; Fore cabin, £1 15; Children under 12 years of age, half price. Coach, £9 9s.; Chariot, £8 8s.; Britzka or Landau, £7 7s.; Phaeton, large, £6 6s.; Phaeton, small, £5 5s.; tigg, large, £3 13s. 6d.; Gig, small, £3 3s.; Horse, £5 5s.; Pony, 12 and under 14 hands, £4 4s.; Pony under 12 hands, £3 3s.; Pony, Shetland, £1 11 6; exclusive of Provender, Wharfage, and Shipping: Dogs, 10s. each.

Agents—Mr. R. W. HAMILTON, 21, Waterloo-place, Edinburgh; 14, Shore, Leith.—Mr. J. MATHER, 144, Queen-street, Glasgow.

**LONDON & YARMOUTH.**

From and to London Bridge Wharf, where all Goods are requested to be sent.

The Ramona, Capt. J. Maybank—W. Jolliffe, Capt. W. Mortleman.

Leaving London for Yarmouth every Wednesday and Saturday Evening, at 6 o'clock.

Leaving Yarmouth for London,

|                               |                                  |                                 |
|-------------------------------|----------------------------------|---------------------------------|
| Thursday, June 4... at 2 p.m. | Saturday, June 13... at 12 noon. | Thursday, June... 25 at 11 a.m. |
| Saturday... 6... at 4 p.m.    | Thursday... 18... at 2 p.m.      | Saturday... 27 at 12 noon.      |
| Thursday... 11... at 11 a.m.  | Saturday... 20... at 4 p.m.      |                                 |

Saloon, 10s.; fore cabin, 5s.

## LONDON & NEWCASTLE.

London Merchant, Capt. J. Stranack.—City of Hamburg, Capt. W. Wade.

With new Engines of 200 horse Power.

From and to Colman's Iron-Gate Wharf, near the Tower.

From London—every Wednesday and Saturday at 8 p.m.

From Newcastle, Wednesdays, June 3rd, at 8 a.m.; 10th, 3 p.m.; 17th, 8 a.m.; 24th, 3 p.m.  
Saturdays, 6th, 11 a.m.; 13th, 5 p.m.; 20th, 11 a.m.; 27th, 4 p.m.

FARES:—Chief cabin, £1 10s.; Second cabin, £1; Carriage, £5; Pheton, £4 and £3; Gigs, £3 and £2 10s; Horses, £3 3s; Dogs, 6s; exclusive of Wharfage and Shipping.

Agents—Newcastle, Messrs. A. PARKER & SHIELD.—Carlisle, Mr. JOSEPH PARKER.—London, Mr. C. R. COLMAN, Iron-Gate Wharf.

*The Packets will start at the times specified, weather permitting.*

All Goods are taken by these Steam Packets at very moderate Freight, for which apply to the Agents or Brokers. Small Packages as per agreement. Primage 15 per cent. In London the Goods must be Shipped before TUESDAY O'CLOCK on the day of the Ship's clearing, and cannot be received on board without an Order from the Brokers.

The charge for BULLION and PAPERS of value, not exceeding £200 is 7s. 6d. Above that sum one-eighth per cent. on their actual value. The charge for BONDS, if above £200 and not exceeding £1000, is one-eighth per cent. on their actual value. If above £1000, one shilling and sixpence per cent on the extra amount.

All Small PARCELS, SAMPLES, and PATTERNS, are recommended to be brought to the OFFICES OF THE COMPANY, 37, REGENT CIRCUS, or 69, LOMBARD-STREET, whence they are Shipped without any charge beyond the actual expenses. They must be brought to 37, REGENT CIRCUS, PICCADILLY, before ONE O'CLOCK, or to 69, LOMBARD-STREET, before TWO O'CLOCK on the day previous to the departure of the Packets, to allow of inspection by the CUSTOMS.—N.B. No charge is made for the delivery of Parcels in London, beyond what is stated in the account accompanying them.

One cwt. of PERSONAL BAGGAGE is allowed to each chief cabin passenger, and Freight charged on all above that quantity. Passengers are requested to have all the packages composing their baggage distinctly marked with their names, and to take the whole on board with them. Baggage is not subject to examination on quitting London, but remains in the custody and under the control of the person to whom it belongs; and the Company is not liable for any damage or loss of it, nor for any unavoidable delays or accidents, nor Sea Risks of any kind whatsoever.

CARRIAGES, HORSES, and BAGGAGE, being the bona fide property of Passengers from Hamburg and Havre landed free of expense in London. Carriages and Horses, being the bona fide property of Passengers going to Hamburg, shipped free of expense in London. CARRIAGES (properly directed) and HORSES for embarkation from London, must be sent in charge of proper persons, as follows.—for HAMBURG, to Custom House Quay, Lower Thames-street, by 12 O'CLOCK on the day previous to the departure of the Packets.—for ANTWERP and ROTTERDAM, to BRUNSWICK WHARF, Blackwall, and for OSTEND, CALAIS, and COLOGNE, to London Bridge Wharf; and for HAVRE, to St. Katherine's Wharf, two hours previous to the departure of the Packets.

### PASSPORTS MAY BE OBTAINED IN LONDON

For FRANCE, from the PASSPORT OFFICE, 6, Poland-street, Oxford-street; DURANT ST. ANDRE, Esq., Consul General, 3, Cophall-buildings, Cophall-court; or Mr. P. BLACK, Consular Agent, 48, Old Steyne, Brighton, and Kingston Wharf, Shoreham Harbour.

For BELGIUM, at the Belgian Passport Office, No. 9, (A) Weymouth-street, Portland-place, between 12 and 3; also from H. CASTELLAIN, Esq., Consul, 3, Cophall-court, Throgmorton-street; or from E. T. CURRY, Esq., Consul, at Ostend.

For HOLLAND, from J. W. MAY, Esq., Consul, 123, Fenchurch-street.

For PRUSSIA and the RHINE, from B. HEDLER, Esq., Consul, 106, Fenchurch-street; or at ROTTERDAM, from SIR JAMES HENRY TURPIN, Bart., Her Britannic Majesty's Consul-General.

For FRANKFORT-ON-THAINE, from JOHN GEORGE BRENNERS, Esq., Consul, 12, Broad-street Buildings.

For HAMBURG, from the HANSEATIC CONSUL, 76, Cornhill.

Passports may be also obtained of all the BRITISH CONSULS at the respective Foreign Ports.

To secure Berths apply at the GENERAL STEAM NAVIGATION COMPANY'S OFFICES, 69, LOMBARD-STREET, REGENT CIRCUS, PICCADILLY, and at 35, LEADENHALL-STREET, LONDON, where every information may be had.

The Direct Fares from LONDON are at the following Reduced Rates, viz:—

| From LONDON.   | Via ROTTERDAM.         |                 |                                  |               | Via ANTWERP & from COLOGNE.                         |               | Via OSTEND and from COLOGNE. |               |
|----------------|------------------------|-----------------|----------------------------------|---------------|-----------------------------------------------------|---------------|------------------------------|---------------|
|                | OUT OR SINGLE JOURNEY. |                 | OUT AND HOME, OR DOUBLE JOURNEY. |               | OUT OR SINGLE JOURNEY, Exclusive of Railroad Fares. |               |                              |               |
|                | Chief Cabin            | Fore Cabin      | Chief Cabin                      | Fore Cabin    | Chief Cabin                                         | Fore Cabin    | Chief Cabin                  | Fore Cabin    |
| Dusseldorf ..  | £ 5. D. 2 16 6         | £ 5. D. 1 18 11 | £ 5. D. 4 10 0                   | £ 5. D. 3 0 0 | £ 5. D. .....                                       | £ 5. D. ..... | £ 5. D. .....                | £ 5. D. ..... |
| Cologne ....   | 2 18 6                 | 1 19 10         | 4 10 0                           | 3 0 0         | .....                                               | .....         | .....                        | .....         |
| Bonn.....      | 2 19 9                 | 2 0 6           | 4 13 0                           | 3 2 3         | 2 3 3                                               | 1 13 3        | 1 11 5                       | 1 5 8         |
| Neuwied ....   | 3 3 11                 | 2 2 4           | 5 1 0                            | 3 7 6         | 2 8 1                                               | 1 15 2        | 1 16 2                       | 1 7 6         |
| Coblence ....  | 3 4 11                 | 2 2 10          | 5 1 0                            | 3 7 6         | 2 9 0                                               | 1 15 6        | 1 17 0                       | 1 8 0         |
| Bingen.....    | 3 10 1                 | 2 5 2           | 5 8 0                            | 3 13 0        | 2 13 9                                              | 1 17 9        | 2 1 9                        | 1 10 3        |
| Bleberich....  | 3 11 1                 | 2 5 9           | 5 8 0                            | 3 13 0        | 2 15 3                                              | 1 18 5        | 2 3 2                        | 1 10 11       |
| Wiesbaden ..   | 3 11 9                 | 2 6 4           | 5 10 0                           | 3 13 6        | 2 16 0                                              | 1 19 0        | 2 3 9                        | 1 11 6        |
| Mayence ....   | 3 11 4                 | 2 5 10          | 5 8 0                            | 3 13 0        | 2 15 5                                              | 1 18 6        | 2 3 5                        | 1 11 0        |
| Mannheim ..    | 3 15 6                 | 2 8 8           | 5 14 10                          | 3 17 7        | 2 19 6                                              | 2 1 4         | 2 7 6                        | 1 13 10       |
| Baden-Baden    | 4 4 0                  | 2 14 6          | .....                            | .....         | 3 8 0                                               | 2 7 3         | 2 16 0                       | 2 0 0         |
| Kehl(Strasbg.) | 4 6 6                  | 2 16 3          | 6 16 6                           | 4 12 6        | 3 10 6                                              | 2 9 0         | 2 18 6                       | 2 1 6         |
| Freiburg ....  | 4 10 6                 | 2 19 0          | 7 4 9                            | 4 18 3        | 3 14 6                                              | 2 11 9        | 3 2 6                        | 2 4 0         |
| Basle.....     | 4 15 6                 | 3 4 0           | .....                            | .....         | 3 19 6                                              | 2 16 6        | 3 7 6                        | 2 9 0         |

For Dogs, half the price of Fore Cabin is charged.

On Carriages and Horses booked in London to the Rhine, as far as Mannheim, a considerable reduction is made.

## General Steam Navigation Company.

### AGENTS:

|                       |                                                 |
|-----------------------|-------------------------------------------------|
| ROTTERDAM .....       | Mr. W. SMITH, and Mr. P. A. VAN ES.             |
| COLOGNE .....         | Mr. J. SIMONIS, 2, Frederick Wilhelm-street.    |
| AIX-LA-CHAPELLE ..... | Mr. J. A. MAYER, Library.                       |
| SPA .....             | Mr. DOMMARTIN, Library.                         |
| ANTWERP .....         | Mr. C. BREQUIGNY.                               |
| OSTEND .....          | Mr. ST. AMOUR, Grande Place.                    |
| GAND .....            | Mr. I. VAN AKEN, Place St. Michel.              |
| BRUSSELS .....        | Mr. W. MIDDLETON, 92, Montagne de la Cour.      |
| PARIS .....           | Mr. F. SPIERS, 9, Rue de la Paix.               |
| HAVRE .....           | Mr. P. ALBRECHT, Quai Notre Dame 15.            |
| ROUEN .....           | At the Company's Office, 13, Quai de la Bourse. |
| DIEPPE .....          | Mr. D. L. CHAPMAN.                              |
| BOULOGNE .....        | Mr. W. HUGHES, and Mr. DELATTRE.                |
| CALAIS .....          | Mr. A. SPIERS, Grande Place.                    |
| HAMBURG .....         | Mr. G. DELAVAL, 37, Stubbenhuck.                |

# An Alphabetical List of the Distances, IN ENGLISH MILES, OF THE PRINCIPAL TOWNS FROM LONDON,

TO PLACES RESORTED TO BY TOURISTS;

TO WHICH ARE ADDED,

Those between some of the Continental Towns.

|                            | Miles. |                                      | Miles. |
|----------------------------|--------|--------------------------------------|--------|
| Abbeville.....             | 190    | Leipzig, from Frankfort O. M.....    | 210    |
| Aix-la-Chapelle.....       | 330    | Liege.....                           | 300    |
| Amsterdam.....             | 248    | Lyons, from Paris.....               | 290    |
| Arnheim.....               | 270    | Mainz.....                           | 517    |
| Baden-Baden.....           | 650    | Mannheim.....                        | 571    |
| Basel.....                 | 780    | Milan.....                           | 942    |
| Berlin.....                | 644    | Milan, from Venice.....              | 200    |
| Berlin, from Hamburg.....  | 175    | Magdeburg, from Hamburg.....         | 157    |
| Bern.....                  | 830    | Magdeburg, from Leipzig.....         | 74     |
| Bieberich.....             | 510    | Magdeburg, from Dresden.....         | 134    |
| Bonn.....                  | 420    | Marseilles, from Paris.....          | 500    |
| Bordeaux, from Paris.....  | 346    | Munich, from Frankfort O. M.....     | 214    |
| Breslau, from Berlin.....  | 202    | Munich, from Vienna.....             | 276    |
| Breslau, from Dresden..... | 154    | Moscow.....                          | 1396   |
| Brussels.....              | 250    | Naples.....                          | 1450   |
| Carlsruhe.....             | 625    | Neurenburg, from Frankfort O. M..... | 126    |
| Caub.....                  | 485    | Neurenburg, from Leipzig.....        | 159    |
| Coblenz.....               | 458    | Offenburg.....                       | 698    |
| Cologne.....               | 400    | Prague, from Vienna.....             | 196    |
| Constance.....             | 820    | Prague, from Frankfort O. M.....     | 290    |
| Dijon, from Paris.....     | 318    | Prague, from Dresden.....            | 94     |
| Dresden, from Prague.....  | 94     | Paris, by Brighton.....              | 241    |
| Dusseldorf.....            | 368    | Paris, by Southampton.....           | 340    |
| Elberfeld.....             | 388    | Rome.....                            | 1380   |
| Emmerich.....              | 300    | Rouen, by Brighton.....              | 157    |
| Florence.....              | 1160   | Rouen, by Southampton.....           | 256    |
| Frankfort O. M.....        | 544    | Stuttgart.....                       | 678    |
| Frieberg.....              | 739    | Schaffhausen.....                    | 790    |
| Gand.....                  | 177    | St. Petersburg, from Berlin.....     | 1060   |
| Geneva.....                | 1080   | Strasbourg, from Paris.....          | 285    |
| Graz, from Vienna.....     | 120    | Trieste, from Venice.....            | 319    |
| Hague.....                 | 212    | Utrecht.....                         | 230    |
| Havre, by Brighton.....    | 137    | Vienna, from Frankfort O. M.....     | 437    |
| Havre, by Southampton..... | 198    | Vienna, from Trieste.....            | 319    |
| Heidelberg.....            | 589    | Venice, from Milan.....              | 200    |
| Kehl.....                  | 684    | Wiesbaden.....                       | 520    |
| Leghorn.....               | 1240   | Zurich.....                          | 830    |

## Bridgewater Canal Swift Packets.

The following will be the ORDER of the SAILING of these Packets daily (Sundays excepted), until further notice:—

| DOWN TRIP<br>FROM MANCHESTER. |      | Regular<br>Packet.<br>A. M. | Water<br>Witch.<br>A. M. | Regular<br>Packet.<br>P. M. | Swallow<br>P. M.            | Water<br>Witch.<br>P. M.    |      | Dolphin<br>A. M. | Dolphin<br>P. M. |
|-------------------------------|------|-----------------------------|--------------------------|-----------------------------|-----------------------------|-----------------------------|------|------------------|------------------|
|                               |      | ....                        | 9 30                     | 1 30                        | 3 0                         | 5 30                        |      | ....             | 5 45             |
| Manchester.....               | .... | 9 30                        | 1 30                     | 3 0                         | 5 30                        | Manchester                  | .... | 5 45             |                  |
| Broadheath (ALTRINCHAM) ..    | .... | 10 30+                      | 3 15                     | 4 0+                        | 6 30+                       | Barton ...                  | .... | 6 45             |                  |
| Lymm.....                     | .... | 11 15                       | 4 45                     | 7 15                        | Worsley ..                  | ....                        | 7 15 |                  |                  |
| Stockton Quay (WARRINGTON)    | .... | 11 45                       | 5 15                     | ....                        |                             |                             |      |                  |                  |
| Preston Brook (CHESTER)....   | .... | 12 15                       | 5 45                     | ....                        |                             |                             |      |                  |                  |
|                               |      | ....                        | 1 0                      | On<br>Saturdays<br>only.    | 6 30                        | ....                        |      |                  |                  |
| Runcorn.....                  | .... | 1 0                         | 6 30                     | ....                        |                             |                             |      |                  |                  |
| UP TRIP<br>TO MANCHESTER.     |      | Water<br>Witch.<br>A. M.    | Swallow<br>A. M.         | Water<br>Witch.<br>P. M.    | Regular<br>Packet.<br>A. M. | Regular<br>Packet.<br>P. M. |      | Dolphin<br>A. M. | Dolphin<br>P. M. |
|                               |      | 7 15                        | 8 0                      | 1 30                        |                             |                             |      | 7 30             | 2 45             |
| Runcorn.....                  | .... | 8 0                         | 1 30                     | On<br>Saturdays<br>only.    | ....                        | ....                        |      |                  |                  |
| Preston Brook (CHESTER) ..    | .... | 8 30                        | 2 0                      | ....                        | ....                        | ....                        |      |                  |                  |
| Stockton Quay (WARRINGTON)    | .... | 9 0                         | 2 30                     | ....                        | ....                        | ....                        |      |                  |                  |
| Lymm.....                     | .... | 7 15                        | 9 45                     | 3 15                        | ....                        | ....                        |      |                  |                  |
| Broadheath (ALTRINCHAM) ..    | .... | 8 0+                        | 10 30+                   | 4 0+                        | 10 0                        | ....                        |      |                  |                  |
|                               |      | 9 0                         | 11 30                    | 5 0                         | 11 45                       | ....                        |      |                  |                  |
| Manchester.....               | .... | 9 0                         | 11 30                    | 5 0                         | 11 45                       | ....                        |      |                  |                  |

An Omnibus meets the Boats marked + at Broadheath, to convey Cabin Passengers to and from Bowdon, free of charge.

### Manchester, Chester, and North Wales.

An Omnibus leaves the Nag's Head Inn, Chester, daily (Sundays excepted), at 11 o'clock a.m., to meet the Swift Packet at Preston Brook for Manchester, and return from thence on the arrival of the Packet which leaves Manchester at 9 30 a.m.; by which a cheap and expeditious conveyance is afforded between Manchester, Chester, and North Wales. Fares: First Cabin and Omnibus inside, 5s.; Steerage and Omnibus outside, 3s. 8d. On Saturdays, Double Tickets may be had both at Chester and Manchester, which may be used for the return trip on the Monday following. The Omnibus calls at the Queen's Head, Frodsham, for the convenience of Passengers and Parcels between Frodsham, Manchester, and Chester.

### Manchester and Warrington.

An Omnibus leaves the Lion Hotel, Warrington, twenty minutes before the arrival of the Packets at Stockton Quay. Fares between Manchester and Warrington: Best Cabin and Omnibus inside, 2s. 6d. Steerage and Omnibus outside, 1s. 8d.

Parcels for Altrincham, Runcorn, &c., booked at the Office, Royal Hotel Yard; and at the Booking Office, Packet Station, Knott Mill, Manchester.

### The Old Quay Company's Passenger Packets.

From Manchester to Warrington and Runcorn, every Morning at 8 o'clock, and Afternoon at 2.  
" Warrington to Manchester..... ditto 6 " ditto 1 1/2.

### Swift Packets between Warrington and Runcorn.

" Warrington to Runcorn..... ditto 8 1/2 o'clock, and Afternoon at 1 1/2.  
" Runcorn to Warrington and Manchester ditto 10 " ditto 1 1/2.

" Runcorn to Warrington only..... ditto ditto  
Warrington Station for Manchester Passengers is Howley Quay; the Warrington Station for Runcorn is the Black Bear Bridge

## STEAM COMMUNICATION

## LIVERPOOL AND GLASGOW.

ORION, (New Steam Ship, building) Cap. ——— } FIRE KING, Capt. MAIN,  
ADMIRAL, ..... Capt. BOYD, } COMMODORE, ..... Capt. HARDIE,  
AND  
PRINCESS ROYAL, ..... Capt. CRAWFORD,  
Or other Steam Ships, are intended to Sail as under:

## From Liverpool.

JUNE, 1846.

|            |           |                  |
|------------|-----------|------------------|
| *FIRE KING | Monday    | 1st June 5½ p.m. |
| *ADMIRAL   | Tuesday   | 2nd .. 6 "       |
| *PRINCESS  | Wednesday | 3rd .. 4 "       |
| COMMODORE  | Thursday  | 4th .. 6 "       |
| *PRINCESS  | Friday    | 5th .. 4 "       |
| FIRE KING  | Saturday  | 6th .. 7 "       |
| *ADMIRAL   | Monday    | 8th .. 12 noon.  |
| *COMMODORE | Tuesday   | 9th .. 1 p.m.    |
| *PRINCESS  | Wednesday | 10th .. 4 "      |
| *FIRE KING | Thursday  | 11th .. 2 "      |
| *ADMIRAL   | Friday    | 12th .. 4 "      |
| *COMMODORE | Saturday  | 13th .. 3½ "     |
| *FIRE KING | Monday    | 15th .. 5½ "     |
| *PRINCESS  | Tuesday   | 16th .. 6 "      |
| *ADMIRAL   | Wednesday | 17th .. 4 "      |
| *PRINCESS  | Thursday  | 18th .. 6 "      |
| COMMODORE  | Friday    | 19th .. 4 "      |
| *FIRE KING | Saturday  | 20th .. 7 "      |
| *ADMIRAL   | Monday    | 22nd .. 12 noon. |
| *PRINCESS  | Tuesday   | 23rd .. 1 p.m.   |
| *COMMODORE | Wednesday | 24th .. 4 "      |
| *PRINCESS  | Thursday  | 25th .. 2 "      |
| *FIRE KING | Friday    | 26th .. 4 "      |
| *ADMIRAL   | Saturday  | 27th .. 3½ "     |
| *COMMODORE | Monday    | 29th .. 4 "      |
| *PRINCESS  | Tuesday   | 30th .. 4 "      |

\* Goods for shipment on the days marked thus (\*), must be alongside at least 3 hours before the advertised time of sailing.

† Passengers only conveyed by this Vessel.

During the Summer months the "Princess Royal" is intended to sail between Greenock and Liverpool with Passengers only, as under, viz.

From GREENOCK, every Monday and Thursday at 4 p.m.,  
on the arrival of the Railway Train which leaves Glasgow at 3 p.m.

From LIVERPOOL, every Wednesday and Friday at 4 p.m.,  
Starting from the Egremont Slip, Prince's Pier Head.

FARES:—CABIN, 15s.; STEWARD'S FEE, 2s.; STERAGE, 5s.

Agents for Orion and Fire King.

T. MARTIN and BURNS and Co.,  
7, Water-street, Liverpool.

G. and J. BURNS,  
9, Buchanan-street, Glasgow.

Agents for the Admiral.

THOMSON and MACCONNELL,  
15, Jamaica-street, Glasgow.

DAVID MacIVER and Co.,  
14, Water-street, Liverpool.

Agents for Princess Royal, and  
Commodore.

M. LANGLANDS,  
32, St. Enoch-sq., Glasgow.

ROBERT LAMONT,  
33, Water-street, Liverpool.

BETWEEN

## From Glasgow.

JUNE, 1846.

|           |           |                 |                  |
|-----------|-----------|-----------------|------------------|
| *PRINCESS | Monday    | 1st June        | BY RAIL-<br>WAY. |
| COMMODORE | Tuesday   | 2nd .. 3 p.m.   | 5 "              |
| FIRE KING | Wednesday | 3rd .. 4 "      | 7 "              |
| *PRINCESS | Thursday  | 4th .. —        | 3 "              |
| ADMIRAL   | Friday    | 5th .. 7 p.m.   | —                |
| COMMODORE | Saturday  | 6th .. 7 "      | —                |
| *PRINCESS | Monday    | 8th .. —        | 3 p.m.           |
| FIRE KING | Tuesday   | 9th .. 10 a.m.  | 1 "              |
| ADMIRAL   | Wednesday | 10th .. 11 "    | 3 "              |
| *PRINCESS | Thursday  | 11th .. —       | 3 p.m.           |
| COMMODORE | Friday    | 12th .. 12 noon | 3 "              |
| FIRE KING | Saturday  | 13th .. 12 "    | 3 "              |
| *PRINCESS | Monday    | 15th .. —       | 3 "              |
| ADMIRAL   | Tuesday   | 16th .. 3 p.m.  | 5 "              |
| COMMODORE | Wednesday | 17th .. 4 "     | 7 "              |
| *PRINCESS | Thursday  | 18th .. —       | 3 "              |
| FIRE KING | Friday    | 19th .. 7 p.m.  | —                |
| ADMIRAL   | Saturday  | 20th .. 7 "     | —                |
| *PRINCESS | Monday    | 22nd .. —       | 3 p.m.           |
| COMMODORE | Tuesday   | 23rd .. 10 a.m. | 1 "              |
| FIRE KING | Wednesday | 24th .. 11 "    | 3 "              |
| *PRINCESS | Thursday  | 25th .. —       | 3 "              |
| ADMIRAL   | Friday    | 26th .. 12 noon | 3 "              |
| COMMODORE | Saturday  | 27th .. 12 "    | 4 "              |
| *PRINCESS | Monday    | 29th .. —       | 3 "              |
| FIRE KING | Tuesday   | 30th .. 2 p.m.  | 5 "              |

Passengers leaving Glasgow by the Railway Trains  
at the hours noted above, will be in time to join the  
Vessel at Greenock.

## STEAM PACKETS FOR JUNE.

## CITY OF DUBLIN STEAM PACKET COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

## FROM DUBLIN TO LIVERPOOL.

The Company's Mail Packets, IRON DUKE, PRINCE, and PRINCESS, from Kingstown Harbour, every evening with passengers only.

The Company's Trading Steamers, for the conveyance of passengers & cargo sail from North Wall as follow:

|                            |                           |                             |                            |
|----------------------------|---------------------------|-----------------------------|----------------------------|
| Monday, June 1st .. 1 p.m. | Tuesday, June 9th 8 p.m.  | Wednesday, June 17th 3 p.m. | Thursday, June 24th 9 p.m. |
| Tuesday, 2nd .. 2 p.m.     | Wednesday, 10th .. 9 p.m. | Thursday, 18th .. 4 p.m.    | Friday, 25th .. 9 p.m.     |
| Wednesday, 3rd .. 3 p.m.   | Thursday, 11th .. 9 p.m.  | Friday, 19th .. 5 p.m.      | Saturday, 26th .. 10 a.m.  |
| Thursday, 4th .. 4 p.m.    | Friday, 12th .. 10 a.m.   | Saturday, 20th .. 6 p.m.    | Saturday, 27th .. 11 a.m.  |
| Friday, 5th .. 5 p.m.      | Saturday, 13th .. 11 a.m. | Monday, 22nd .. 7 p.m.      | Monday, 29th .. 12 noon    |
| Saturday, 6th .. 6 p.m.    | Monday, 15th .. 1 p.m.    | Tuesday, 23rd .. 8 p.m.     | Tuesday, 30th .. 12 noon   |
| Monday, 8th .. 7 p.m.      | Tuesday, 16th .. 2 p.m.   |                             |                            |

## DUBLIN TO BELFAST.

Every Tuesday and Saturday with Goods and Passengers, at moderate rates.

Tuesdays, June, 2nd, 3 p.m.; 9th, 9 p.m.; 16th, 3 p.m.; 23rd, 9 p.m.; 30th, 2 p.m.—Saturdays, 6th, 6 p.m. 13th 12 noon; 20th, 6 p.m.; 27th, 10 p.m.

Returning from Belfast every Monday and Thursday.—Cabin fare, (including Steward's fees), 12s., Deck 5s.

## DUBLIN TO LONDON.

In conjunction with the British and Irish Steam Packet Co.

Every Wednesday, calling at Falmouth, Plymouth, and Southampton, and every Saturday at Plymouth only.

Wednesdays, June 3rd, 3 p.m.; 10th, 11 a.m.; 17th, 3 p.m.; 24th, 11 a.m.—Saturdays, 6th, 8 a.m.; 13th 12 noon; 20th, 8 a.m.; 27th, 12 noon

N.B.—The Company have no office in Dublin, except at No. 15, Eden Quay, and at their Stores North Wall. Goods or Parcels left at any other place to be forwarded, are subject to delay, and heavy charges for commission, portorage, cartage, &c.

Office, 15, EDEN-QUAY, Dublin

## LIVERPOOL TO DUBLIN.

The Company's new and splendid Vessels, PRINCE, PRINCESS, and IRON DUKE, of 600 ton burthen, and 260 and 320 horses' power, (with cabin passengers only), sail every evening at seven o'clock from George's Pierhead, Liverpool, to Kingstown Harbour, carrying Her Majesty's Mail.

They also sail their Cargo Vessels (as below) from CLARENCE DOCK to DUBLIN QUAY:—

|                            |                            |                           |                            |
|----------------------------|----------------------------|---------------------------|----------------------------|
| Monday, June 1st .. 2 p.m. | Tuesday, 9th .. 9 p.m.     | Wednesday, 17th .. 4 p.m. | Wednesday, 24th .. 10 p.m. |
| Tuesday, 2nd .. 3 p.m.     | Wednesday, 10th .. 10 p.m. | Thursday, 18th .. 5 p.m.  | Thursday, 25th .. 10 p.m.  |
| Wednesday, 3rd .. 4 p.m.   | Thursday, 11th .. 10 p.m.  | Friday, 19th .. 6 p.m.    | Friday, 26th .. 10 p.m.    |
| Thursday, 4th .. 5 p.m.    | Friday, 12th .. 10 p.m.    | Saturday, 20th .. 7 p.m.  | Saturday, 27th .. 11 p.m.  |
| Friday, 5th .. 6 p.m.      | Saturday, 13th .. 11 p.m.  | Monday, 22nd .. 9 p.m.    | Monday, 29th .. 1 p.m.     |
| Saturday, 6th .. 7 p.m.    | Monday, 15th .. 2 p.m.     | Tuesday, 23rd .. 9 p.m.   | Tuesday, 30th .. 1 p.m.    |
| Monday, 8th .. 9 p.m.      | Tuesday, 16th .. 3 p.m.    |                           |                            |

## LIVERPOOL TO BELFAST.

The Windsor, Wednesdays, June 3rd, 4 p.m.; 10th, 10 p.m.; 17th, 4 p.m.; 24th, 10 p.m. Saturdays, 6th 7 p.m.; 13th, 11 p.m.; 20th, 8 p.m.; 27th, 11 p.m.

Returning from BELFAST to LIVERPOOL every Monday and Thursday.

[See next page.]

# Liverpool to Bangor, Beaumaris, and Carnarvon.

THE PRINCE OF WALES..... W. H. WARREN, R.N., Commander.

BUILT EXPRESSLY FOR THE STATION.

## Of 400 Tons Burthen and 200 Horse Power.

The PRINCE OF WALES will sail from GEORGE'S PIERHEAD, LIVERPOOL, on Tuesdays, Thursdays, and Saturdays, at Eleven o'clock in the Morning; from MENAI BRIDGE, Mondays, Wednesdays, and Fridays, at Ten o'clock in the Morning.

Coaches from Carnarvon, Amlwch, Llanerchmedd, and Llangefni, wait the arrival of the above vessels. For further particulars apply to Mr. TIMOTHY, Messrs. R. & H. HUMPHREYS, Menai Bridge; HILL CHARLEY, SONS, and MALCOLM, Donegal Quay, Belfast; at the CITY OF DUBLIN COMPANY'S OFFICE, 15 and 16, Eden Quay, Dublin; or to

JOHN K. ROUNTHWAITE, Agent, 24, Water-street.

## LIVERPOOL AND BELFAST.

The Splendid new Iron Steam-Ship SEA KING, 700 tons, and 350 horse power, is intended to sail from Liverpool to Belfast, (with or without a Pilot,) from the Clarence Dock, in June, 1846.

|                         |        |                            |          |                       |           |
|-------------------------|--------|----------------------------|----------|-----------------------|-----------|
| Monday, June 1st, ..... | 3 p.m. | Thursday, June 11th, ..... | 11½ p.m. | Monday, June 22nd, .. | 10 p.m.   |
| Thursday, " 4th, .....  | 6 p.m. | Monday, " 15th, ....       | 3 p.m.   | Thursday, " 25th, ..  | 11½ p.m.  |
| Monday, " 8th, .....    | 9 p.m. | Thursday, " 18th, ....     | 6 p.m.   | Monday, " 29th, ..    | 12 night. |

### FROM BELFAST TO LIVERPOOL.

|                            |        |                         |        |                       |        |
|----------------------------|--------|-------------------------|--------|-----------------------|--------|
| Wednesday, June 3rd, ..... | 3 p.m. | Saturday, " 13th, ....  | 9 p.m. | Wednesday, " 24th, .. | 8 p.m. |
| Saturday, " 6th, .....     | 6 p.m. | Wednesday, " 17th, .... | 3 p.m. | Saturday, " 27th, ..  | 9 p.m. |
| Wednesday, " 10th, .....   | 8 p.m. | Saturday, " 20th, ....  | 6 p.m. |                       |        |

The "Sea King" is one of the fastest Steamers afloat, usually running the distance from Liverpool to Belfast in 11 to 12 hours. The Vessel is divided into five water tight compartments, and, besides the usual number of boats, carries two life boats.

LANGTRY & Co., 20, Water-street, Liverpool.

## MOSTYN AND LIVERPOOL.

The Times of Sailing of the Steam-Packet TALIESIN, for the Month of June.

### From MOSTYN to LIVERPOOL.

|                 |      |      |          |
|-----------------|------|------|----------|
| Monday, .....   | June | 1st  | 3 p.m.   |
| Wednesday, ..   | "    | 3rd  | 6 a.m.   |
| Thursday, ..... | "    | 4th  | 7 "      |
| Friday, .....   | "    | 5th  | 7 "      |
| Saturday, ..... | "    | 6th  | 8½ "     |
| Monday, .....   | "    | 8th  | 10 "     |
| Tuesday, .....  | "    | 9th  | 10½ "    |
| Wednesday, ..   | "    | 10th | 11 "     |
| Thursday, ..... | "    | 11th | 12 noon  |
| Friday, .....   | "    | 12th | 1 p.m.   |
| Saturday, ..... | "    | 13th | 1½ "     |
| Monday, .....   | "    | 15th | 3 "      |
| Tuesday, .....  | "    | 16th | 4½ "     |
| Thursday, ..... | "    | 18th | 6½ a.m.  |
| Friday, .....   | "    | 19th | 7 "      |
| Saturday, ..... | "    | 20th | 8 "      |
| Monday, .....   | "    | 22nd | 10 "     |
| Tuesday, .....  | "    | 23rd | 11 "     |
| Wednesday, ..   | "    | 24th | 11½ "    |
| Thursday, ..... | "    | 25th | 12 noon. |
| Friday, .....   | "    | 26th | 12 "     |
| Saturday, ..... | "    | 27th | 1 p.m.   |
| Monday, .....   | "    | 29th | 2 "      |
| Tuesday, .....  | "    | 30th | 3 "      |

### From LIVERPOOL to MOSTYN.

|                 |      |      |          |
|-----------------|------|------|----------|
| Monday, .....   | June | 1st  | 11 a.m.  |
| Tuesday, .....  | "    | 2nd  | 12 noon. |
| Wednesday, ..   | "    | 3rd  | 3 p.m.   |
| Thursday, ..... | "    | 4th  | 3 "      |
| Friday, .....   | "    | 5th  | 4½ "     |
| Saturday, ..... | "    | 6th  | 4½ "     |
| Tuesday, .....  | "    | 9th  | 6 a.m.   |
| Wednesday, ..   | "    | 10th | 7 "      |
| Thursday, ..... | "    | 11th | 7½ "     |
| Friday, .....   | "    | 12th | 8½ "     |
| Saturday, ..... | "    | 13th | 9 "      |
| Monday, .....   | "    | 15th | 11 "     |
| Tuesday, .....  | "    | 16th | 12 noon. |
| Wednesday, ..   | "    | 17th | 1½ p.m.  |
| Thursday, ..... | "    | 18th | 3 "      |
| Friday, .....   | "    | 19th | 4 "      |
| Saturday, ..... | "    | 20th | 4½ "     |
| Tuesday, .....  | "    | 23rd | 7 a.m.   |
| Wednesday, ..   | "    | 24th | 7½ "     |
| Thursday, ..... | "    | 25th | 7½ "     |
| Friday, .....   | "    | 26th | 8 "      |
| Saturday, ..... | "    | 27th | 9 "      |
| Monday, .....   | "    | 29th | 10 "     |
| Tuesday, .....  | "    | 30th | 11 "     |

Passengers landed and received on board at Hoylake.—CABIN FARE, 3s. DECK, 2s.

For further information apply to Messrs. Wm. Horrocks & Son, No. 1, School-lane, Liverpool; O. Owens, over-place, Fazakerley-street, near St. Nicholas' Church, Liverpool; and J. Surr, 12, Exchange-street, Manchester.

EYTON & CO., MOSTYN, OWNERS,

## STEAM PACKETS

ARE INTENDED TO SAIL FOR THE UNDERMENTIONED PORTS, FROM THE  
**CORK STEAM SHIP COMPANY'S OFFICE,**  
PENROSE'S QUAY, with or without Pilots, and with liberty to Tow Vessels.

### FOR BRISTOL.

EVERY TUESDAY AND FRIDAY

The SABRINA—Captain PARKER.

The ROSE—Captain GILMORE.

|                |      |             |
|----------------|------|-------------|
| TUESDAY, ..... | 2nd  | at 9 a.m.   |
| FRIDAY, .....  | 5th  | at 12 noon. |
| TUESDAY, ..... | 9th  | at 3 p.m.   |
| FRIDAY, .....  | 12th | at 6 a.m.   |
| TUESDAY, ..... | 16th | at 9 a.m.   |
| FRIDAY, .....  | 19th | at 12 noon. |
| TUESDAY, ..... | 23rd | at 3 p.m.   |
| FRIDAY, .....  | 26th | at 6 a.m.   |
| TUESDAY, ..... | 30th | at 8 a.m.   |

### FROM BRISTOL.

EVERY TUESDAY AND FRIDAY.

The ROSE—Captain GILMORE.

The SABRINA—Captain PARKER.

|                |      |            |
|----------------|------|------------|
| TUESDAY, ..... | 2nd  | at 11 a.m. |
| FRIDAY, .....  | 5th  | at 2 p.m.  |
| TUESDAY, ..... | 9th  | at 5 p.m.  |
| FRIDAY, .....  | 12th | at 7½ a.m. |
| TUESDAY, ..... | 16th | at 11 a.m. |
| FRIDAY, .....  | 19th | at 2 p.m.  |
| TUESDAY, ..... | 23rd | at 5 p.m.  |
| FRIDAY, .....  | 26th | at 7 a.m.  |
| TUESDAY, ..... | 30th | at 9 a.m.  |

Office, No. 1, Quay, Bristol.

### FARES.—Cabin £1 10s.—Deck 10s.

PASSENGERS are conveyed from BRISTOL to LONDON by Railway, in 4 Hours and 20 Minutes, at 27s., 18s. 6d., or 9s. 11d. each.

### FOR LIVERPOOL.

EVERY SATURDAY.

The NIMROD—Captain Pile.

|                 |      |           |
|-----------------|------|-----------|
| SATURDAY, ..... | 6th  | at 1 p.m. |
| SATURDAY, ..... | 13th | at 6 a.m. |
| SATURDAY, ..... | 20th | at 1 p.m. |
| SATURDAY, ..... | 27th | at 6 a.m. |

### FARES.—Cabin, including Steward's Fee £1 7s. 6.—Deck 10s.

#### FOR LONDON.

Calling at Plymouth, EVERY THURSDAY.

The SIRIUS, Captain Moffet.

The AJAX, Captain Mowle.

|                                         |           |            |  |
|-----------------------------------------|-----------|------------|--|
| The PREUSSISCHER ADLER, Captain TOOKER. |           |            |  |
| THURSDAY.....                           | 4th.....  | at 10 a.m. |  |
| THURSDAY.....                           | 11th..... | at 4 p.m.  |  |
| THURSDAY.....                           | 18th..... | at 11 a.m. |  |
| THURSDAY.....                           | 25th..... | at 4 p.m.  |  |

Leave London every Thursday, and Plymouth for Cork every Saturday Morning.

### FARES.—London.—Cabin including Steward's Fee £1 10s. Deck, 15s.

AGENTS, J. HARTLEY & Co.

137, Leadenhall Street, London.—Dublin, Belfast, and Cork Steam Wharf, & 33 Regent's Circus, Piccadilly.

### For Plymouth, Southampton and London.

The OCEAN, Captain Hall.

|                 |      |           |
|-----------------|------|-----------|
| SATURDAY, ..... | 6th  | at 1 p.m. |
| SATURDAY, ..... | 20th | at 1 p.m. |

### FOR DUBLIN, GREENOCK, and GLASGOW.

The TIGER, Captain Hirst.

|                |      |           |
|----------------|------|-----------|
| TUESDAY, ..... | 9th  | at 3 p.m. |
| TUESDAY, ..... | 23rd | at 3 p.m. |

Dublin Cabin Fare including Fee £1. Deck 7s. 6s.

### From Dublin to Glasgow.

|               |      |            |
|---------------|------|------------|
| FRIDAY, ..... | 12th | at 1 p.m.  |
| FRIDAY, ..... | 26th | at 10 p.m. |

Cabin Fare including Fee £1. Deck 7s. 6d.

OFFICE, No. 11, Eden Quay, Dublin. Stores, North Wall.

### From Dublin to Cork.

|               |      |           |
|---------------|------|-----------|
| FRIDAY, ..... | 5th  | at 3 p.m. |
| FRIDAY, ..... | 19th | at 4 p.m. |

Cabin Fare including Fee £1. Deck, 7s. 6d.

Fares from Cork to Glasgow.—Cabin including Fee £2. Deck, 15s.

Carriages, Horses, and Goods intended for Shipment should be at the Packet an Hour before the time of Sailing. The Company request Passengers to look after their own Luggage, as they will not be accountable for same, unless entered and paid for.

NOTE.—Parcels conveyed from Cork to London, Liverpool, and Plymouth, and delivered within those Places, at the following Rates, including all Charges:—under 5lb., 2s.; 5lb. and under 14lb., 2s. 6d.; 14lb. and under 28lb., 3s.

THOMAS WINDER, Manager, Penrose's Quay, Cork.

# Dublin, Glasgow, & Cork Steam Packet Company.

VICEROY (Iron Ship, now Building), VANGUARD, and MERCURY.  
The above splendid and powerful Steam Vessels sail regularly between GLASGOW, DUBLIN, and CORK, with or without Pilots, and liberty to tow vessels.  
\* \* \* The Company request passengers to take charge of their own Luggage, as they will not be accountable for the same unless entered and paid for.

## Dublin to Glasgow.

|               |         |      |    |    |       |
|---------------|---------|------|----|----|-------|
| Mercury.....  | Tuesday | 2nd  | .. | 2  | p.m.  |
| Vanguard..... | Friday  | 5th  | .. | 5  | "     |
| Mercury.....  | Tuesday | 9th  | .. | 12 | noon. |
| Mercury.....  | Tuesday | 16th | .. | 3  | p.m.  |
| Vanguard..... | Friday  | 19th | .. | 5  | "     |
| Mercury.....  | Tuesday | 23rd | .. | 12 | noon. |
| Mercury.....  | Tuesday | 30th | .. | 2  | p.m.  |

## Glasgow to Dublin.

|               |         |      |    |    |      |
|---------------|---------|------|----|----|------|
| Mercury.....  | Friday  | 5th  | .. | 9  | a.m. |
| Vanguard..... | Tuesday | 9th  | .. | 10 | "    |
| Mercury.....  | Friday  | 12th | .. | 11 | "    |
| Mercury.....  | Friday  | 19th | .. | 9  | "    |
| Vanguard..... | Tuesday | 23rd | .. | 10 | "    |
| Mercury.....  | Friday  | 26th | .. | 11 | "    |

## Dublin to Cork.

|               |        |      |    |   |      |
|---------------|--------|------|----|---|------|
| Vanguard..... | Friday | 12th | .. | 9 | p.m. |
| Vanguard..... | Friday | 26th | .. | 9 | "    |

## Cork to Dublin.

|               |         |      |    |   |      |
|---------------|---------|------|----|---|------|
| Vanguard..... | Tuesday | 2nd  | .. | 7 | p.m. |
| Vanguard..... | Tuesday | 16th | .. | 7 | p.m. |
| Vanguard..... | Tuesday | 30th | .. | 6 | p.m. |

AGENTS.—Greenock—James Little and Co.; Glasgow—Lewis Potter, 28, St. Enoch's-square; Cork—N. & J. Cummins; Dublin, TAYLORS & SCOTTS, Northumberland Buildings, Eden Quay, and North Wall.

## Steam Between Newry and Liverpool.

The New Iron Steam Ship "Sea Nymph," 600 tons burthen and 350 horse power, Capt. JOSEPH THOMPSON, (late of the "Magnet," is appointed to leave the CLARENCE BASIN, for Newry, (Warrenpoint), on—

### From Liverpool.

|               |           |     |        |
|---------------|-----------|-----|--------|
| Monday.....   | 1st June, | 12  | night. |
| Thursday..... | 4th, "    | 5   | p.m.   |
| Monday.....   | 8th, "    | 8½  | "      |
| Thursday..... | 11th, "   | 10  | "      |
| Monday.....   | 15th, "   | 12  | night. |
| Thursday..... | 18th, "   | 5   | p.m.   |
| Monday.....   | 22nd, "   | 8½  | "      |
| Thursday..... | 25th, "   | 10½ | "      |
| Monday.....   | 29th, "   | 12  | "      |

### From Newry, (Warrenpoint).

|               |          |     |      |
|---------------|----------|-----|------|
| Wednesday.... | 3rd June | 3   | p.m. |
| Saturday..... | 6th, "   | 6   | "    |
| Wednesday.... | 10th, "  | 9   | "    |
| Saturday..... | 13th, "  | 11  | "    |
| Wednesday.... | 17th, "  | 3   | "    |
| Saturday..... | 20th, "  | 6   | "    |
| Wednesday.... | 24th, "  | 9   | "    |
| Saturday..... | 27th, "  | 10½ | "    |

The "SEA NYMPH" is splendidly fitted up for passengers, and makes the passage across ordinarily in 10 hours. For Freight &c., apply to SAMUEL SMITH, Agent, Newry and Warrenpoint; THOMAS M'TEAR, Agent, 15, Water-street, Liverpool.

## The Dover and Ostend Passage.

The Mail Steam Packet Service in Four Hours and a Half.

HIS BELGIAN MAJESTY'S STEAMER,

## "BELGIAN RAILWAY,"

CAPTAIN CLAEYS, WITH THE ENGLISH MAIL.

From Dover to Ostend every Sunday and Thursday Morning, early, returning from Ostend on Tuesdays and Fridays, at 8½ a.m.

Will leave Dover during the Month of JUNE, viz.:

|               |          |       |           |
|---------------|----------|-------|-----------|
| Thursday..... | June 4th | ..... | 3 30 a.m. |
| Sunday.....   | " 7th    | ..... | 6 39 "    |
| Thursday..... | " 11th   | ..... | 9 0 "     |
| Sunday.....   | " 14th   | ..... | 2 0 "     |

|               |           |       |           |
|---------------|-----------|-------|-----------|
| Thursday..... | June 18th | ..... | 3 30 a.m. |
| Sunday.....   | " 21st    | ..... | 6 30 "    |
| Thursday..... | " 25th    | ..... | 9 30 "    |
| Sunday.....   | " 28th    | ..... | 2 0 "     |

NOTICE.—An Officer of the Customs is on board this Steamer only for the purpose of visiting the Luggage of Travellers who may be desirous of proceeding by the next Belgian Train after the arrival of this Steamer at Ostend, and, if required, the Baggage may be sent to its destination under seals of office. Passengers are not now required at Ostend.

The departure of this Packet is so arranged as to avoid boating on either side. The Mail Service from Dover to Ostend, as usual, every day (Mondays excepted).

JOHN HAYWARD, Jun., Agent, Dover.

## Fleetwood and Ardrossan Steam Packet Company.

The underrated Splendid and Powerful First Class Steam Ships,  
**HER MAJESTY..Capt. WILSON.** | **ROYAL COB SORT...Capt. TASSIE.**  
(Each 700 Tons Burthen, and 350 Horse Power.)

Plying in connection with the Preston and Wyre, Ayrshire, and Ardrossan Railways, sail regularly (weather permitting.)

## From Fleetwood,

Every Monday, Tuesday, Thursday, and Friday Evening, about 7 p.m.,  
On the arrival of the Trains which leave London at 8 45 and 10 a.m.; Birmingham at 1 45 p.m.; Liverpool 3 35; Manchester (express train) 5 15 p.m.; Bolton 5 35 p.m.; and Preston 6 10 p.m.

A Special Train awaits the arrival of the Steamers at Ardrossan, to convey the Passengers to Glasgow, &c.

## From Ardrossan,

Every Monday, Tuesday, and Thursday, at 5 p.m., and every Saturday at 3 p.m.;  
In time for early Trains next morning from Fleetwood, arriving in Manchester and Liverpool about 9 30 a.m.; London at 6 and 8 45 p.m.; and other places with equal expedition.

A Special Train (with the Passengers) leaves the Ayrshire Railway Station, Glasgow, every Monday, Tuesday, and Thursday, at 3 30 p.m., and on Saturday at 1 15 p.m.

**FARES**, including Steward's Fee—between Fleetwood and Glasgow, Cabin and 1st Class Rail, £1; Cabin and Second Class Rail, 18s. 6d.; Deck, and 3rd Class Rail, 5s.—Between Fleetwood and Ardrossan, Cabin 16s.; Deck 4s.

Passengers are particularly requested to look after their personal luggage, as the Proprietors will not be accountable for any article whatever, unless ENTERED and SIGNED FOR as received by them or their Agents.

For further particulars apply to M'KEAN & LAMONT, Glasgow and Ardrossan; Mr. BRIDGES, Railway Station, Paisley; STEAM NAVIGATION COMPANY, 8, St. Swithin's Lane, London; BARTON & BIRCHALL, 10, St. Mary's Gate, and W. S. THURSTON, Salford Station, Manchester; and KEMP & Co., Queen's Terrace, Fleetwood.—1st May, 1846.

## FLEETWOOD TO BELFAST.

THE NORTH LANCASHIRE STEAM NAVIGATION COMPANY'S

Royal Mail Steam Ships,

PRINCE OF WALES, Capt. M'Neillage, | PRINCESS ALICE, Capt. Humphrys,

Each 500 Tons Burthen, and 250 Horse Power,

**From Belfast.**—Mondays, June 1st, 5 p.m.; 8th, 6 p.m.; 15th, 5 p.m.; 22nd, 6 p.m.; 29th, 4 p.m. Wednesdays, 3rd 6 p.m.; 10th, 7 p.m.; 17th, 6 p.m.; 24th, 7 p.m. Fridays, 5th, 5 p.m.; 12th, 2 p.m.; 19th, 5 p.m.; 26th, 2 p.m. Saturdays, 6th, 5 p.m.; 13th, 3 p.m.; 20th, 5 p.m.; 27th, 3 p.m.

**From Fleetwood.**—Mondays, June 1st, 8th, 15th, 22nd, and 29th, 7 p.m. Wednesdays, 3rd, 7 p.m.; 10th, 8 p.m.; 17th, 7 p.m.; 25th, 8 p.m. Fridays, 5th, 7 p.m.; 12th, 9 p.m.; 19th, 7 p.m.; 26th, 9 p.m. Saturdays, 6th, 7 p.m.; 13th, 10 p.m.; 20th, 7 p.m.; 27th, 9 p.m.—Fares: Saloon, 15s.; Fore cabin, 10s.; Deck, 3s. Average Passage Ten Hours.

These vessels are the swiftest and most powerful now crossing the Irish Channel, and have never, in a single instance, failed in performing their respective voyages, even during the most severe weather, since they commenced.—Railway Trains, in connexion with the Steamers, leave as under:—

London, 7 30, 8 45, and 10 a.m.; Manchester, 5 15 p.m.; Leeds, 2 15 a.m.; Liverpool, 3 35 p.m.; Birmingham, 1 45 p.m.; Preston, 6 15 p.m.

In Fleetwood there is no charge for brokerage, forwarding, or any fees; the Goods are shipped from the railway waggons on the Wharf, alongside the Steam Ship; the railway passenger carriages and private carriages also go alongside. It is particularly requested that all Goods, intended to be forwarded by the above route, be plainly directed "VIA FLEETWOOD."

For further information apply to Mr. J. J. BIRCHALL, 10, St. Mary's Gate, Manchester; Mr. Wm. HOLLINGS, Golden Lion, Briggate, Leeds; Mr. Nock, Dale End, Birmingham; Messrs. H. SMITH and Co., 82, Fishergate, Preston; Messrs. Sanderson and Co., Hull; Messrs. H. and L. Smith and Co., 13, Water-street, Liverpool; Mr. R. Henderson, Agent, Belfast; or to

Mr. HENRY SMITH, Manager, Fleetwood.

Goods received daily, for the above Ships, by CHAPLIN & HORNE, Hambro' Wharf, and PICKFORD and Co., London.

# DAILY EXPEDITIOUS CONVEYANCE,

To commence 8th JUNE, 1846, between

**Glasgow, Greenock, Fort William, Inverness,  
and Elgin,**

And Three times a Week to and from

**Kingussie, Oban, Staffa, and Iona,**

BY THE SAFE COACHES

**"THE MARQUIS OF BREADALBANE,"**

And the new Swift Steamer,

**"QUEEN OF BEAUTY,"**

starts from Glasgow and Greenock for the North at 7 a.m., from Fort William for Inverness at 8 a.m., arriving in Elgin the same evening; starts from Elgin for the South at 5 a.m., and from Inverness at 10 a.m., arriving at Fort William the same evening; starts from Fort William at 5 a.m., arriving at Glasgow the same day, in time for the Train for Edinburgh.

The Coach commences running from Kingussie on Monday the 15th June, leaving there every Monday, Wednesday, and Friday, at 10 a.m. for Fort William, and returns on the following days at 8 a.m., in connexion with the Steamer for Oban, Staffa, and Iona.

The Steamer "Queen of Beauty," will commence sailing from Fort William for Staffa and Iona, calling at Oban going and returning, on Tuesday the 16th June, at 5 a.m., returning the same evening; and continue for the season every Tuesday, Thursday, and Saturday.

Seats secured in Glasgow at the Tontine Hotel Coach Office, in Greenock; by Mr. John Hislop, opposite the Tontine Hotel, in Kingussie; at the Duke of Gordon's Arms Hotel; and in Inverness and Fort William, at the Proprietors' Coach Offices.

FURTHER INFORMATION WILL APPEAR IN THE GLASGOW AND INVERNESS PAPERS.

**LOW FARES AS FORMERLY.**

# THE HULL STEAM PACKET COMPANY'S STEAMERS

ARE INTENDED TO PLY AS UNDER:—

## HULL AND LONDON.

From Hull every Monday, Wednesday, and Friday, at Three o'clock in the Afternoon.

From Custom House Quay, London, every Tuesday, Thursday, and Saturday, at Eight o'clock a.m.

Fares.—Best Cabin, 12s 6d.; Fore Cabin, 7s. Goods, Horses, Live and Dead Stock, at Low Rates.

## HULL AND HAMBURG.

(WITH POST OFFICE LETTER BAGS)

As soon after Six o'clock in the Evening as the Tide permits,

From Hull—Victoria—Saturdays, 6th and 20th June; 4th and 18th July. Transit—Thursdays 11th and 25th, June; 9th and 23rd July, returning from Hamburg every alternate Thursday and Saturday evening. Fares—Best Cabin, £3.—Good Accommodation for Horses and Cattle.

## HULL AND ANTWERP.

(WITH POST-OFFICE LETTER BAGS.)

From Hull every Saturday, as soon after Six o'clock in the Evening as the Tide permits.

From Antwerp, every Wednesday.—Fares—Best Cabin, £1 11s. 6d.; Second Cabin, £1 1s.

## HULL AND YARMOUTH, NORWICH, &c.

From Hull, every Wednesday Afternoon. From Yarmouth, every Saturday.—Fares, Best Cabin, 8s.; Fore do. 5s.

## HULL AND GOOLE.

For Leeds, Wakefield, West-Riding, and Lancashire,—a Steamer from each Port Daily.

## HULL AND GAINSBRO'.

A Steam Tug, with Goods, from each place twice a-week.

BROWNLOW, PEARSON, & Co., Managers, Hull.



# THE UNDERNOTED OR OTHER OF THE ABERDEEN STEAM NAVIGATION COMPANY'S STEAM SHIPS.

Will be despatched as under, (weather &c. permitting:—  
ABERDEEN AND LONDON TRADE.

## FROM ABERDEEN.

|                                                |                                                  |
|------------------------------------------------|--------------------------------------------------|
| CITY of LONDON, Wednesday, June 3rd 7 p.m.     | CITY of LONDON, Saturday, June 20th, 10 p.m.     |
| CITY of ABERDEEN, Wednesday, .. 10th, 10 p.m.  | DUKE of WELLINGTON, Wednesday, .. 24th, 12 noon. |
| DUKE of WELLINGTON, Wednesday, .. 17th, 6 p.m. | CITY of ABERDEEN, Saturday, .. 27th, 2 1/2 p.m.  |

## FROM LONDON.

(ABERDEEN STEAM WHARF, 257, WAPPING.)

|                                                |                                                 |
|------------------------------------------------|-------------------------------------------------|
| DUKE of WELLINGTON, Wednesday, June 3d, 4 p.m. | DUKE of WELLINGTON, Saturday, June 20th, 7 p.m. |
| CITY of LONDON, Wednesday, .. .. 10th, 9 p.m.  | CITY of LONDON, Saturday, .. .. 27th, 12 noon.  |
| CITY of ABERDEEN, Wednesday, .. 17th, 5 p.m.   |                                                 |

After which, a STEAM VESSEL will sail from ABERDEEN for LONDON, every WEDNESDAY AND SATURDAY, and from LONDON on SATURDAYS only, until further notice.

## ABERDEEN & HULL TRADE.

One of the Company's Fast Sailing Clipper Schooners, will be despatched from each end of the line every Wednesday. These Clippers have excellent accommodation for Passengers,

No Shipping Charges on Goods at Hull, when specially addressed to the care of the Company's Agent.

\*. Fares and Freight of Horses and Carriages, greatly reduced.

Further particulars may be learned on application to the following Agents:—C. W. WILLOUGHBY, Aberdeen Steam Wharf, 257, Wapping, London; JAMES DAVIDSON, 3, Wellington Street, Hull; JAMES SAUNDERS, Inverness; ROBERT HAY, Invergordon; PETER CHRISTALL, Burghhead.

ROBERT MATTHEW, MANAGERS, Waterloo Quay, Aberdeen.

N.B. Live Stock shipped and unshipped by a direct communication with the Quays.

**FARES REDUCED.—CABIN, 12s. 6d.**

## HULL TO EDINBURGH AND LEITH,

Whence there are Daily Conveyances to GLASGOW, STIRLING, DUNDEE, ABERDEEN, the LOCHS, and to all places on the East and West of Scotland.

The Magnificent Steam Ship, **Martello**, and **Glenalbyn**, (fitted up for safety with water-tight Bulk-heads), are intended to sail from HULL for LEITH every WEDNESDAY, and SATURDAY, leaving as under:—

**Martello**, June 3rd, at 1 p.m.; 10th, 5 p.m.; 17th, 1 p.m.; 24th, 5 p.m.

RETURNING from LEITH on the same days.

**Glenalbyn**, from Hull every Saturday, commencing June 6th, 2 p.m.; 13th, 7 p.m.; 20th, 2 p.m.;

27th, 7 p.m.; RETURNING from LEITH on the same days.

FARES:—Best Cabin, 12s. 6d.; Fees, 2s.—Second Cabin, 7s. 6d.

\*. Goods for these Conveyances, and every part of the East Coast, should be SPECIALLY addressed to the care of the Agents,

THOMPSON, M'KAY, and Co.,

8, Pier-street, Hull.

\*. \* Clipper Schooners, Sail Twice a Week for DUNDEE, PERTH, ARBROATH, MONTROSE, &c.

Average Passage, Two Days and a Half.

The Hours of Sailing are regularly advertised in the Eastern Counties' Herald, Advertiser, and Packet, Hull; Midland Counties' Herald, Birmingham; Leeds Mercury; Bradshaw's Railway Guide; Shipping Gazette, &c.

## HULL TO HAMBURG

First Class Steam Ships, every Tuesday evening, (carrying Post-office letter bags),

The **LEEDS**, Captain J. MOWLE, Tuesdays, June 2nd, 16th, and 30th.

The **HAMBURG**, Captain J. H. BROWN, Tuesdays, June 9th and 23rd.

On arrival of the Express Train from London, Liverpool, Manchester, &c., about 5 30 p.m., or as soon after as the Tide permits. Leaving Hamburg every Tuesday evening, or early the following morning, as the Tide may suit.

JOSEPH SANDERSON & CO., Agents, Hull; R. M. SLOMAN, Junr., Broker, Hamburg.

# Whitehaven Steam Navigation Company's Steamers.

## WHITEHAVEN AND LIVERPOOL.

| From WHITEHAVEN          |                           | JUNE                      |                            | From LIVERPOOL.            |                            |
|--------------------------|---------------------------|---------------------------|----------------------------|----------------------------|----------------------------|
| Tuesday .. 2.... 5½ p.m. | Thursday .. 18.... 6 p.m. | Monday .. 1.... 5½ p.m.   | Thursday .. 18.... 8½ p.m. | Thursday .. 18.... 8½ p.m. | Thursday .. 18.... 8½ p.m. |
| Thursday .. 4.... 6 "    | Saturday .. 20.... 10 "   | Thursday .. 4.... 8 "     | Saturday .. 20.... 8 "     | Saturday .. 20.... 8 "     | Saturday .. 20.... 8 "     |
| Saturday .. 6.... 10 "   | Tuesday .. 23.... 12 "    | Saturday .. 6.... 8 "     | Monday .. 22.... 12 noon   | Monday .. 22.... 12 noon   | Monday .. 22.... 12 noon   |
| Tuesday .. 9.... 12 "    | Thursday .. 25.... 11 "   | Monday .. 8.... 12 noon   | Thursday .. 25.... 2 p.m.  | Thursday .. 25.... 2 p.m.  | Thursday .. 25.... 2 p.m.  |
| Thursday .. 11.... 11 "  | Saturday .. 27.... 3 "    | Thursday .. 11.... 2 p.m. | Saturday .. 27.... 12 noon | Saturday .. 27.... 12 noon | Saturday .. 27.... 12 noon |
| Saturday .. 13.... 3 "   | Tuesday .. 30.... 4 "     | Saturday .. 13.... 1 "    | Monday .. 29.... 4 p.m.    | Monday .. 29.... 4 p.m.    | Monday .. 29.... 4 p.m.    |
| Tuesday .. 16.... 5½ "   |                           | Monday .. 15.... 5 "      |                            |                            |                            |

## WHITEHAVEN AND BELFAST.

| From WHITEHAVEN.       |                         | JUNE.                    |                           | From BELFAST.            |                           |
|------------------------|-------------------------|--------------------------|---------------------------|--------------------------|---------------------------|
| Monday .. 1.... 2 p.m. | Wednesday 17.... 5 p.m. | Wednesday 3.... 4 p.m.   | Friday 19.... 7½ a.m.     | Wednesday 3.... 4 p.m.   | Friday 19.... 7½ a.m.     |
| Wednesday 3.... 5 "    | Monday .. 22.... 9 "    | Friday 5.... 7½ a.m.     | Wednesday 24.... 11 a.m.  | Friday 5.... 7½ a.m.     | Wednesday 24.... 11 a.m.  |
| Monday .. 8.... 9 "    | Wednesday 24.... 11 "   | Wednesday 10.... 10 a.m. | Friday 26.... 11 a.m.     | Wednesday 10.... 10 a.m. | Friday 26.... 11 a.m.     |
| Wednesday 10.... 11 "  | Monday .. 29.... 2 "    | Friday 12.... 12 noon.   | Wednesday, July 1, 2 p.m. | Friday 12.... 12 noon.   | Wednesday, July 1, 2 p.m. |
| Monday .. 15.... 2 "   |                         | Wednesday 17.... 4 p.m.  |                           | Wednesday 17.... 4 p.m.  |                           |

FARES between Whitehaven and Liverpool—Cabin, 12s.; Deck, 5s. Between Whitehaven and Belfast—Cabin, 12s.; Deck, 3s.

AGENTS—WM. DOWSON & SON, Liverpool; ROBERT HENDERSON, Belfast.  
FISHER & STEWARD, Whitehaven.

# STEAM TO NEW YORK.



The Great Western Steam

Ship Company's Steam Ships,

The GREAT WESTERN, 1,700 Tons, 450 Horses Power, B. R. Mathews, Esq., Commander.

The GREAT BRITAIN, 3,500 Tons, 1000 Horses Power, Lieutenant James Hosken, R.N., Commander, are intended to sail as follows:—

## GREAT WESTERN.

### From LIVERPOOL, 1846.

SATURDAY .. 25th July.  
SATURDAY .. 12th September.  
SATURDAY .. 31st October.

### From NEW YORK, 1846.

THURSDAY .. 25th June.  
THURSDAY .. 20th August.  
THURSDAY .. 8th October.  
THURSDAY .. 26th November.

## GREAT BRITAIN.

### From LIVERPOOL, 1846.

TUESDAY .. 7th July.  
WEDNESDAY .. 26th August.  
TUESDAY .. 20th October.

### From NEW YORK, 1846.

SATURDAY .. 6th June.  
SATURDAY .. 1st August.  
TUESDAY .. 22nd September.  
TUESDAY .. 17th November.

\*. For Passage, Freight, or further Particulars, apply at Liverpool, to GIBBS, BRIGHT, & CO., North John-street; or at Bristol to W. M. BENNETT, Secretary, 35, Prince's-street.

# STEAM TO BOMBAY.

CEYLON, MADRAS, CALCUTTA, AND CHINA.

PLANS of all STEAMERS employed on the line may be had on application, and every information connected with the journey, whether by long sea or overland route, will be promptly afforded on inquiry. Packages forwarded at very reduced rates. Arrangements have been made for the early delivery of samples.

JAMES BARBER & Co. 17, St. Mary's Axe.

## DOVER AND OSTEND, CALAIS AND BOULOGNE.

Parties travelling by this route are respectfully informed that at the

## LONDON HOTEL,

on the Steam Packet Quay, close to the Railway and Custom House,

## DOVER,

will be found excellent accommodation at VERY MODERATE CHARGES.

THE PACKETS SAIL FROM THE QUAY ADJOINING THIS HOTEL  
FAMILIES BOARDED BY THE WEEK.

## ANTWERP, BRUSSELS, AND THE RHINE.

London to Cologne in 30 Hours (Sea Passage seven hours only).

The Antwerp Company's Powerful, Splendid, and very favourite Steam Ship ANTWERPEN, THOMAS JACKSON, Commander, (splendidly re-decorated for the season), leaves the St. Katherine's Wharf, Tower, every Sunday Morning at eleven o'clock, returning from Antwerp every Wednesday Afternoon at one o'clock. By this Steamer and the Railroad from Antwerp, travellers going to the Rhine may reach Cologne in 30 hours. The general accommodation for Passengers on board this Renowned Ship, as well as her Spacious Ladies' and Private Cabins, are entirely unequalled. Carriages and Horses may be sent to the Wharf up to one hour before the time of starting, but an applications for the shipment of Goods must be made to the London Agents, MESSRS. LIGHTLY AND SIMON, 123, Fenchurch Street, where, as well as at the Packet Office, 33, Regent Circus, Piccadilly, Berths may be secured and every information obtained.

## LONDON PARCELS DELIVERY COMPANY.

Rolls Buildings, Fetter-lane, April, 1846,

### THE LONDON PARCELS DELIVERY COMPANY,

Established in 1837, for the purpose of delivering parcels within five miles of the General Post Office, with economy, security, and dispatch, beg to draw the attention of travellers by railway to their Receiving Houses adjacent to the several termini, viz:—

**BLACKWALL**.—Office at the Terminus, Fenchurch-street, and at Mr. Schelling's, Post-office, corner of Cullum-street, Fenchurch-street.

**DOVER AND BRIGHTON**.—At the Office of the Company, London-bridge, and Mr. Peacock, Shoe Warehouse, No. 5, Duke-street, London-bridge.

**EASTERN COUNTIES**.—Mr. Wilson, Post-Office 37, Shoreditch, opposite the Terminus.

**GREAT WESTERN**.—At the Office, Paddington Terminus.

**LONDON AND BIRMINGHAM**.—Mr. Starks, Tobacconist, opposite the Terminus, Euston-square; Mr. Dowlen, Grocer, 7, Seymour-street, Euston-square.

**SOUTH WESTERN RAILWAY**.—at Mr. Hown's, the Railway Tavern, opposite the Terminus.

**N.B.—DELIVERIES THREE TIMES A DAY**

# Monthly Almanac and Tide Table.

6th Month, (JUNE).

| Day. | Sun. Rises. | Sun. Sets. | Moon's Age. | High Water London Bridge. | Morn. | Aftern. | Day. | Sun. Rises. | Sun. Sets. | Moon's Age. | High Water London Bridge. | Morn. | Aftern. | Day. | Sun. Rises. | Sun. Sets. | Moon's Age. | High Water London Bridge. | Morn. | Aftern. |
|------|-------------|------------|-------------|---------------------------|-------|---------|------|-------------|------------|-------------|---------------------------|-------|---------|------|-------------|------------|-------------|---------------------------|-------|---------|
| 1    | h. m.       | h. m.      |             | h. m.                     | h. m. |         | 12   | h. m.       | h. m.      |             | h. m.                     | h. m. |         | 22   | h. m.       | h. m.      |             | h. m.                     | h. m. |         |
| 2    | 3 51        | 8 5        | 7.3         | 6 26                      | 6 48  |         | 13   | 3 45        | 8 14       | 18.3        | 3 39                      | 4 1   |         | 23   | 3 45        | 8 18       | 28.3        | 6 47                      | 1 11  |         |
| 3    | 3 50        | 8 6        | 7           | 7 11                      | 7 39  |         | 14   | 3 45        | 8 15       | 19.3        | 4 24                      | 4 49  |         | 24   | 3 45        | 8 19       | 0           | 1 33                      | 1 57  |         |
| 4    | 3 49        | 8 7        | 9.3         | 8 8                       | 8 40  |         | 15   | 3 44        | 8 16       | 20.3        | 5 16                      | 5 41  |         | 25   | 3 46        | 8 19       | 0.8         | 2 18                      | 2 39  |         |
| 5    | 3 49        | 8 10.3     | 9           | 9 13                      | 9 41  |         | 16   | 3 44        | 8 16.2     | 21          | 6 8                       | 6 35  |         | 26   | 3 46        | 8 19       | 1.8         | 2 59                      | 3 19  |         |
| 6    | 3 48        | 8 11.3     | 10          | 10 14                     | 10 45 |         | 17   | 3 44        | 8 16       | 22          | 7 1                       | 7 31  |         | 27   | 3 46        | 8 19       | 2.8         | 3 37                      | 3 52  |         |
| 7    | 3 47        | 8 12.3     | 11          | 11 15                     | 11 43 |         | 18   | 3 44        | 8 17.23    | 23          | 8 2                       | 8 32  |         | 28   | 3 46        | 8 19       | 3.8         | 4 9                       | 4 26  |         |
| 8    | 3 46        | 8 13.3     | 12          | 12 16                     | 12 43 |         | 19   | 3 44        | 8 17.24    | 24          | 9 4                       | 9 28  |         | 29   | 3 47        | 8 19       | 4.8         | 4 44                      | 5 0   |         |
| 9    | 3 46        | 8 12       | 1           | 1 21                      | 1 45  |         | 20   | 3 44        | 8 18.25    | 25          | 10 11                     | 10 46 |         | 30   | 3 47        | 8 18       | 5.8         | 5 20                      | 5 58  |         |
| 10   | 3 45        | 1 13.16.3  | 2           | 2 3                       | 2 31  |         | 21   | 3 44        | 8 18.26.3  | 26          | 11 18                     | 11 49 |         | 31   | 3 48        | 8 18       | 6.8         | 5 58                      | 6 18  |         |
| 11   | 3 45        | 8 14.17.8  | 2.55        | 3 17                      |       |         |      |             |            |             |                           | 0 20  |         |      |             |            |             |                           |       |         |

The following List, showing the difference of Time between London and the principal Out-ports of the United Kingdom &c., is derived from Local Tide Tables, and the best books on Navigation.

|                          | H. M.         |                         | H. M.     |                          | H. M.     |
|--------------------------|---------------|-------------------------|-----------|--------------------------|-----------|
| Aberdeen                 | subtract 4 55 | Dundee                  | add 0 29  | Newport (Isle of Wight)  | sub. 5 19 |
| Berwick                  | add 0 12      | Falmouth Harbour        | add 3 9   | New Shoreham Harbour     | sub. 2 17 |
| Boulogne                 | sub. 2 40     | Folkestone              | sub. 3 7  | Ostend                   | sub. 1 56 |
| Brighton                 | sub. 2 28     | Greenock                | sub. 2 41 | Plymouth Dock Yard       | add 5 20  |
| Bristol                  | add 5 10      | Hartlepool              | add 1 24  | Port Glasgow             | sub. 2 41 |
| Calais                   | add 5 10      | Holyhead Harbour        | sub. 3 42 | Port Patrick             | sub. 3 22 |
| Carmarthen Bay           | sub. 2 36     | Hull                    | add 3 54  | Portsmouth Harbour       | sub. 2 56 |
| Cork Harbour (Cove)      | add 3 52      | Ilfracombe              | add 3 39  | Ramsgate Harbour         | sub. 2 49 |
| Cowes                    | sub. 3 21     | Kingstown Harbour       | sub. 2 54 | Scarborough              | add 2 9   |
| Dieppe                   | sub. 2 59     | Leith                   | sub. 0 16 | Southampton              | sub. 3 26 |
| Douglas Harbour, Isle of | sub. 2 56     | Lerwick Harbour         | sub. 4 6  | Sunderland               | add 0 44  |
| Man                      | sub. 2 56     | Liverpool               | sub. 2 44 | Torbay                   | add 2 54  |
| Dover Harbour            | sub. 2 56     | Margate                 | sub. 2 2  | Waterford, Hook Point of | add 5 4   |
| Dublin                   | sub. 2 54     | Milford Haven, entrance | add 3 39  | Whitby                   | add 1 29  |

EXPLANATION.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London.

## Alphabetical List of the Sailing of Steamers in England TO HOME AND FOREIGN PORTS.

**Barton to Hesse**—Daily, at 8 a.m.; 10 a.m.; 1 1/2 p.m.; and 4 1/2 p.m. On Sundays, 4 1/2 p.m.  
**Barton to Hull**—Daily, at 9 a.m.; 12 noon; 3 p.m.; and 7 p.m. On Sundays, 9 a.m. and 6 p.m.  
**Berwick to London**—The Manchester—June 9, 12 noon; 19th, 9 p.m.; and 30th, 4 30 p.m. First Cabin, 35s.; Second, 25s.  
**Brighton to Dieppe**—The Menai, from Kingston Railway Wharf, Shoreham—June 1, 4 p.m.; 2nd, 5 p.m.; 3rd, 6 15 p.m.; 4th, 6 1/2 p.m.; 5th, 7 1/2 p.m.; 6th, 9 a.m.; 8th, 10 1/2 a.m.; 9th, 11 1/2 a.m.; 10th, 12 noon; 11th, 12 1/2 noon; 12th, 2 p.m.; 13th, 2 p.m.; 15th, 4 p.m.; 16th, 5 p.m.; 17th, 6 p.m.; 18th, 7 p.m.; 19th, 7 1/2 p.m.; 20th, 9 a.m.; 22nd, 10 1/2 a.m.; 23rd, 11 1/2 a.m.; 24th, 12 noon; 25th, 12 noon; 26th, 1 30 p.m.; 27th, 2 p.m.; 29th, 3 p.m.; 30th, 3 30 p.m. This vessel will call at Brighton (weather permitting, and during daylight only), half an hour afterwards.  
**Bristol to Cardiff**—daily, Sundays excepted.  
**Bristol to Carmarthen**—Phoenix—June 5th, 2 p.m.; 12th, 7 1/2 a.m.; 19th, 2 p.m.; 26th, 7 a.m.  
**Bristol to Cork**—The Rose, and the Sabrina, every Friday and Tuesday—June 2nd, 11 a.m.; 5th, 2 p.m.; 9th, 5 p.m.; 12th, 7 1/2 a.m.; 16th, 11 a.m.; 19th, 2 p.m.; 23rd, 5 p.m.; 26th, 7 a.m.; 30th, 9 a.m.—Cabin, 30s. Deck, 10s.  
**Bristol to Dublin**—Shamrock—June 5th, 2 p.m.; 12th, 8 a.m.; 19th, 2 p.m.; 26th, 8 p.m.

**Bristol to Ilfracombe**—Terridge—June 2nd, 11 a.m.; 9th, 6 a.m.; 16th, 11 1/2 a.m.; 23rd, 6 a.m.; 30th, 10 a.m.  
**Bristol to Liverpool**—The Troubadour, calling at Swansea and Milford—June, 2nd, 11 a.m.; 9th, 6 a.m.; 16th, 11 a.m.; 23rd, 6 a.m.; 30th, 9 1/2 a.m. Fares, 17s. 6d. and 5s.  
**Bristol to Milford, Pater, and Haverfordwest**—Star—June 2nd, 11 a.m.; 9th, 5 1/2 a.m.; 16th, 11 a.m.; 23rd, 5 1/2 a.m.; 30th, 9 a.m.  
**Bristol to Newport**—The Swift and Usk, daily, Sundays excepted.  
**Bristol to Swansea**—County, Tuesdays and Fridays—Beresford, Thursdays and Saturdays—June 2nd, 11 a.m.; 4th, — p.m.; 5th, 2 a.m.; 6th, — a.m.; 9th, 6 a.m.; 11th, — a.m.; 12th, 8 a.m.; 13th, — a.m.; 16th, 11 a.m.; 18th, — p.m.; 19th, 2 a.m.; 20th, — a.m.; 23rd, 6 a.m.; 25th, — a.m.; 26th, 8 a.m.; 27th, — a.m.; 30th, 10 a.m.  
**Bristol to Tenby**—Star, Tuesdays—Phoenix, Fridays—June 2nd, 11 a.m.; 5th, 2 p.m.; 9th, 5 1/2 a.m.; 12th, 7 1/2 a.m.; 16th, 11 a.m.; 19th, 2 p.m.; 23rd, 5 1/2 a.m.; 26th, 7 a.m.; 30th, 9 a.m.  
**Bristol to Waterford**—North Creina, Tuesdays—Osprey, Fridays—June 2nd, 10 1/2 a.m.; 5th, 2 p.m.; 9th, 5 1/2 a.m.; 12th, 8 a.m.; 16th, 10 1/2 a.m.; 19th, 2 p.m.; 23rd, 5 1/2 a.m.; 26th, 8 a.m.; 30th, 9 a.m.  
**Carlisle to Liverpool**—June 6th, 8 a.m.; 10th, 11 a.m.; 13th, 1 1/2 p.m.; 20th, 8 a.m.; 24th, 11 a.m.; 27th, 1 p.m.  
**Carlisle to Liverpool**—The Royal Victoria—June 5, 7 a.m.; 10th, 11 a.m.; 13th, 1 p.m.; 17th, 5 p.m.; 20th, 8 a.m.; 24th, 11 a.m.; 27th, 1 p.m. Fares, 10s., and 4s.  
**Douglas, Isle of Man, to Dublin**—Every Wednesday, Fares, Cabin, 10s. 6d.; Steerage, 5s.  
**Douglas, Isle of Man, to Liverpool**—The Ben-my-Chree, and King Orry—Every Morning, at 9 a.m., Sundays excepted. Fares, 7s. 6d., and 3s.  
**Douglas, Isle of Man, to Whitehaven**—Every Tuesday, p.m.; or Wednesday, a.m. Fares, 6s. 6d., and 4s.  
**Dover to Boulogne**—June 1st, 3 p.m.; 3rd, 3 30 p.m.; 5th, 6 p.m.; 8th, 8 a.m.; 10th, 10 50 a.m.; 12th, 10 50 a.m.; 15th, 3 p.m. Fares, Chief Cabin, 8s.; Cabin, 6s.  
**Dover to Calais**—Her Majesty's Mail Steam Packets, every day except Monday, 3 to 9 a.m.  
**Dover to Ostend**—Her Majesty's Mail Packets every Tuesday, Wednesday, Friday, and Saturday, 3 to 9 a.m. Cabin, 15s.; Deck, 8s.  
**Falmouth to Southampton**—Every Thursday.  
**Fleetwood to Belfast**—The Prince of Wales, or Princess Alice—June 1st, 7 p.m.; 3rd, 7 p.m.; 5th, 7 p.m.; 6th, 7 p.m.; 8th, 7 p.m.; 10th, 8 p.m.; 12th, 9 p.m.; 13th, 10 p.m.; 15th, at 7 p.m.; 17th, 7 p.m.; 19th, 7 p.m.; 20th, 7 p.m.; 22nd, 7 p.m.; 24th, 8 p.m.; 26th, 9 p.m.; 27th, 9 p.m.; 29th, at 7 p.m. Fares, 15s., 10s., and 8s.  
**Fleetwood to Glasgow** via Ardrossan—Her Majesty and Royal Consort, every Monday, Tuesday, Thursday, and Friday evenings, about 7 p.m.—Cabin and 1st class fare, 20s.; Cabin and 2nd class, 18s. 6d.; Deck and 3rd class, 5s. To Ardrossan, Cabin 16s.; Deck 4s.  
**Folkstone to Boulogne**—June 1st, 3 30 p.m.; 2nd, 4 30 p.m.; 3rd, 4 p.m.; 4th, 6 p.m.; 5th, 6 p.m.; 6th, 6 30 p.m.; 7th, 6 30 p.m.; 8th, 6 30 a.m.; 9th, 7 30 a.m.; 10th, 11 a.m.; 11th, noon; 12th, noon; 13th, 1 30 p.m.; 14th, 2 45 p.m.; 15th, 3 30 p.m.; 16th, 4 30 p.m.; 17th, 4 p.m.; 18th, 6 p.m.; 19th, 6 p.m.; 20th, 6 p.m.; 21st, 6 30 p.m.; 22nd, 7 15 p.m.; 23rd, 10 30 a.m.; 24th, 11 a.m.; 25th, noon; 26th, 12 15 p.m.; 27th, 1 p.m.; 28th, 1 30 p.m.; 29th, 1 45 p.m.; 30th, 3 p.m. Chief Cabin, 9s.; Fore Cabin, 7s.; Children under 10 years, 4s. 6d.  
**Gainsborough to Hull**—Every day, Sunday excepted.  
**Goole to Hull**—daily.  
**Grimsby to Hull**—daily, at high water.  
**Hesse to Barton**—Daily, at 9 a.m.; 11 a.m.; 2 p.m.; and 6 p.m. On Sundays, at 6 1/2 p.m.  
**Hull to Aberdeen**—During the Steamers being withdrawn, a fast-sailing Clipper Schooner will sail every Wednesday.  
**Hull to Antwerp**—Every Saturday, and Monarch every Wednesday, as soon after 6 p.m. as the tide permits. Best cabin, £11.1s. 6d.; fore cabin, 21s.  
**Hull to Barton**—Daily, at 7 a.m.; 11 a.m.; 2 p.m.; and 5 p.m. On Sundays at 8 a.m. and 3 p.m.  
**Hull to Boston**—The Railway every Thursday morning.  
**Hull to Copenhagen**—The Rob Roy is intended to sail in either the first or second week in June.  
**Hull to Edinburgh and Leith**—The Martello—June 3rd, 1 p.m.; 10th, 5 p.m.; 17th, 1 p.m.; and 24th, 5 p.m. The Glenalbyn—6th, 2 p.m.; 13th, 7 p.m.; 20th, 2 p.m.; 27th, 7 p.m.; Best Cabin, 12s. 6d.; Steward's fee, 2s.; Second Cabin, 7s. 6d.  
**Hull to Gainsborough**—every day, except Sunday, 2 1/2 hours before high water.  
**Hull to Goole**—daily.  
**Hull to Grimsby**—daily, at high water.  
**Hull to Hamburg**—The Leeds—June 2nd, 16th, and 30th.—The Hamburg, 9th and 23rd, as soon after 5 30 p.m. as the tide will permit.—Heien Macreuer—4th and 18th.—Queen of Scotland—13th and 27th, as soon after 6 p.m. as the tide permits. Fare, 45s.

**Hull to London**—Every Monday, Wednesday, and Friday, 3 p.m. Fares, 12s. 6d. and 7s.—The Waterwitch, or Vivid—Every Tuesday and Saturday, at 3 p.m.—Fares, best cabin 17s. 6d.; fore cabin, 10s.

**Hull to Lynn**—The Lord Nelson—June 2nd, 12 night; 9th, 7 p.m.; 16th, 12 night; 23rd, 7 p.m. and 30th, 10 p.m. The Cambridge every Friday.—Best Cabin, 10s. 6d., second ditto, 6s.

**Hull to Newcastle**—The Neptune, every Friday, at 7 a.m.

**Hull to New Holland**—Every day, at 6½, 7½, 8½, 10½ and 11 20 a.m.; 12½, 1 25, 3½, 5, and 6 p.m. On Sundays, the 6 30 a.m. trip is omitted.

**Hull to Rotterdam**—The Emerald Isle, on Wednesdays, as soon after 4 p.m. as tide will permit, carrying Post-office Letter Bag. Cabin Fare, £2 2s.; Fore Cabin, 21s.

**Hull to St. Petersburg**—The Rob Roy is intended to sail either the first or second week in June.

**Hull to Wisbech**—The Forager, every Thursday. Best cabin 10s. 6d.; second cabin, 6s. Steward's fee included.

**Hull to Yarmouth**—The London or Iris every Wednesday. The Albatross every Friday. Fares, 13s. and 8s.

**Ilfracombe to Swansea**—Lord Beresford, Mondays—County, Wednesdays—June 1st, p.m.; 3rd, 3 p.m.; 8th, — p.m.; 10th, 3 p.m.; 15th, — p.m.; 17th, 2 p.m.; 22nd, — p.m.; 24th, 2½ p.m.; 29th, — p.m.

**Ilfracombe to Bristol**—Torridge—June 4th, 3 a.m.; 11th, 9 a.m.; 18th, 3 a.m.; 25th, 9 a.m.

**Lancaster to Liverpool**—June 2nd, 4 30 p.m.; 7th, 9 a.m.; 11th, 12 noon; 16th; 4 30 p.m.; 20th, 8 30 a.m.; 25th, 12 noon; 30th, 3 p.m.—Cabin, 3s. 6d.; Fore cabin, 2s. 6d.

**Liverpool to Beaumaris, Bangor, and Menai Bridge**—The Prince of Wales every Tuesday, Thursday, and Saturday, 11 a.m.—The Cambria, every Monday, Wednesday, and Friday, 11 a.m., from George's Pier.—The Cambria sails also on the 6th and 20th of June at 3½ p.m.

**Liverpool to Belfast**—The new Iron Steam Ship, Sea King, from Clarence Dock—June 1st, 3 p.m.; 4th, 6 p.m.; 8th, 9 p.m.; 11th, 1½ p.m.; 18th, 3 p.m.; 19th, 6 p.m.; 22nd, 10 p.m.; 25th, 1½ p.m.; and 29th, 12 night.—The Windsor—June 3rd, 4 p.m.; 6th, 7 p.m.; 10th, 10 p.m.; 13th, 11 p.m.; 17th, 4 p.m.; 20th, 8 p.m.; 24th, 10 p.m.; 27th, 11 p.m.

**Liverpool to Boston, U. S.**—The Caledonia, June 4th; the Britannia, June 19th.

**Liverpool to Bristol and Swansea** (calling at Milford) from Trafalgar Dock—June 6th, 7 a.m.; 13th, 11 a.m.; 20th, 7 a.m.; 27th, 11 a.m.—Fares, 17s. 6d. and 5s.

**Liverpool to Carlisle**—The Royal Victoria—June 3rd, 4 p.m.; 8th, 8 p.m.; 11th, 10 p.m.; 16th, 2 a.m.; 18th, 5 p.m.; 22nd, 9 p.m.; 25th, 10 p.m.—Fares, 18s. and 4s.

**Liverpool to Cork**—The Nimrod—June 2nd, 3 p.m.; 10th, 10 a.m.; 16th, 3 p.m.; 24th, 9 a.m.; 30th, 2 p.m.

**Liverpool to Douglas, Isle of Man**—The Ben-my-Chree and King Orry—From George's Pier—every Morning at 11 o'clock, Sundays excepted. Fares, Cabin, 7s. 6d., Steerage, 3s.

**Liverpool to Dublin**—The Prince, Princess and Iron Duke, sail alternately every evening, at seven o'clock, from George's Pier Head, with the mails and cabin passengers only, to Kingstown Harbour.

**Liverpool to Dublin**—Her Majesty's Mail Steam Packets, Merlin Medusa, Ugeric, and Medina, daily, via Kingstown, at 4½ a.m.—Fares, cabin £1, children under ten years of age, 10s. servants 10s.

**Liverpool to Dumfries**—From Trafalgar Dock—June 2nd, 2 p.m.; 8th, 7½ p.m.; 11th, 9 p.m.; 16th, 2 p.m.; 22nd, 8 p.m.; 25th, 9 p.m.—Fares, 10s. and 5s.

**Liverpool to Dundalk**—The Dundalk—June 1st, 2 p.m.; 4th, 5 p.m.; 8th, 8 p.m.; 11th, 11 a.m.; 15th, 2 p.m.; 18th, 5 p.m.; 22nd, 9 p.m.; 25th, 11 a.m.; 29th, 1 p.m.—Best Cabin 12s. 6d.; Deck 2s. 6d.

**Liverpool to Garliestown**—From Trafalgar Dock—The Finn Mac Coull—June 11th, 10 p.m.; 15th, 3 p.m.; 25th, 10 p.m.

**Liverpool to Glasgow**—See page 76.

**Liverpool to Greenock**—Every Wednesday and Friday, 4 p.m., from the Egremont Slip, Prince's Pier-head—Cabin and steward's fees, 17s.; Deck, 5s.

**Liverpool to Halifax, N. S., & Boston, U. S.**—The Caledonia, June 4th; the Britannia, June 19th.

**Liverpool to Kirkcubright**—From Trafalgar Dock—The Finn Mac Coull—June 2nd, 4 p.m.; 8th, 9 p.m.; 19th, 6 p.m.—The Countess of Galloway, June 1st, 2 p.m.—Fares: Cabin 15s.; Fore Cabin, 5s.

**Liverpool to Lancaster**—The Duchess of Lancaster, from Clarence Dock—June 4th, 7 p.m.; 9th, 11 p.m.; 13th, midnight; 18th, 7 p.m.; 23rd, 1½ p.m.; 27th, midnight.—Cabin, 3s. 6d.; Fore Cabin, 2s. 6d.

**Liverpool to Mostyn**—The Taliesin—June 1st, 11 a.m.; 2nd, 12 noon; 3rd, 3 p.m.; 4th, 3 p.m.; 5th, 4½ p.m.; 6th, 4½ p.m.; 9th, 6 a.m.; 10th, 7 a.m.; 11th, 7 a.m.; 13th, 9 a.m.; 15th, 11 a.m.; 16th, 12 noon; 17th, 1½ p.m.; 18th, 3 p.m.; 19th, 4 p.m.; 20th, 4½ p.m.; 23rd, 7 a.m.; 24th, 7½ a.m.; 25th, 7 a.m.; 26th, 8 a.m.; 27th, 9 a.m.; 29th, 10 a.m.; 30th, 11 a.m.—Cabin, 3s.; Deck, 2s.

**Liverpool to Newry**—The Sea Nymph—June 1st, 12 night; 4th, 5 p.m.; 8th, 8½ p.m.; 11th, 10 p.m.; 15th, 12 night; 18th, 5 p.m.; 22nd, 8½ p.m.; 25th, 10½ p.m.; 29th, 12 night.

**Liverpool to New York**—Great Western—Saturdays, July 25th; September 12th; October 31st. Great Britain—Tuesday, July 7th; Wednesday, August 26th; Tuesday, October 20th.

**Liverpool to Newry**—From North side of Clarence Basin—June 1st, 2 p.m.; 4th, 6 p.m.; 8th, 8½ p.m.; 11th, 10 p.m.; 15th, 1½ p.m.; 18th, 5 p.m.; 22nd, 9 p.m.; 25th, 10½ p.m.; 29th, 1 p.m.—Cabin fare, 7s. 6d.

**Liverpool to Port Carlisle**—The Newcastle, June 2nd, 2 a.m.; 8th, 8 p.m.; 11th, 10 p.m.; 16th, 2 a.m.; 22nd, 9 p.m.; 25th, 10 p.m.

**Liverpool to Rhyl**—The Benledi and Snowdon, from George's Pier Head—June 1st, 11 a.m.; 2nd, 12 noon; 4th, 2½ p.m.; 6th, 4 p.m.; 9th, 7 a.m.; 11th, 8 a.m.; 13th, 9 a.m.; 16th, 12 noon; 18th, 2 p.m.; 20th, 4 a.m.; 22nd, 5 a.m.; 23rd, 7 a.m.; 25th, 8 a.m.; 27th, 8½ a.m.; 29th, 9½ a.m.; 30th, 10½ a.m.—Cabin, 4s.; Deck, 2s. 6d.

**Liverpool to Runcorn**—The Blanche, from George's Pier, in connexion with the Bridgewater Canal Packet to Manchester—June 1st, 2 p.m.; 2nd, 3 p.m.; 3rd, 4 p.m.; 4th, 4½ a.m.; and 5 p.m.; 5th, 6 a.m. and 6 p.m.; 6th, 6½ a.m. and 7 p.m.; 7th, 7½ a.m.; 8th, 8 a.m.; 9th, 9 a.m.; 10th, 9½ a.m.; 11th, 10 a.m.; 12th, 11 a.m.; 13th, 12 noon; 14th, 1½ p.m.; 15th, 1½ p.m.; 16th, 2 p.m.; 17th, 4 p.m.; 18th, 4½ a.m. and 5 p.m.; 19th, 6 a.m. and 6½ p.m.; 20th, 7 a.m. and 7 p.m.; 21st, 8 a.m.; 22nd, 8½ a.m.; 23rd, 9 a.m.; 24th, 9½ a.m.; 25th, 10 a.m.; 26th, 11 a.m.; 27th, 1½ a.m.; 28th, 12 noon; 29th, 1½ p.m.; 30th, 2 p.m.

**Liverpool to Liverpool**—June 1st, 8 a.m.; 5th, 12 noon; 12th, 5 a.m.; 19th, 12 noon; 26th, 5 a.m.; 29th, 6 a.m. Fares 6s. and 4s.

**Liverpool to Waterford**—The William Penn, from Clarence Dock—June 2nd, 3 p.m.; 9th, 9 a.m.; 16th, 2 p.m.; 23rd, 9 a.m. and 30th, 1 p.m.—Fares £1 2s. 6d. and 7s. 6.

**Liverpool to Wexford**—The Town of Wexford—June 2nd, 3 p.m.; 9th, 9 a.m.; 16th, 2 p.m.; 23rd, 9 a.m.; 30th 1 p.m. Fares, 12s. 6d., and 5s.

**Liverpool to Whitehaven**—The Queen, and the Earl of Lonsdale—From South Clarence Pier, June 1st, 5½ p.m.; 4th, 8 p.m.; 8th, 12 noon; 11th, 2 p.m.; 15th, 5 p.m.; 18th, 8½ p.m.; 22nd, 12 noon; 25th, 2 p.m.; and 29th, 4 a.m.—From Trafalgar Dock—6th 8 p.m.; 13th, 1 p.m.; 20th, 8 p.m.; and 27th, 12 noon.—Cabin, 12s.; Deck, 5s.

**Liverpool to Wigtown**—The Countess of Galloway, June 4th, 5 p.m.—The Finn Mac Coll from Trafalgar Dock, June 11th and 25th 10 p.m.—Fares, 12s. and 5s.

**London to Aberdeen**—From the Aberdeen Steam Wharf, 267, Wapping.—The Duke of Wellington—June 3th, 4 p.m.; and 20th, 7 p.m. The City of London—10th, 9 p.m.; and 27th, 12 noon. The City of Aberdeen—17th, 5 p.m.

**London to Berwick**—The Manchester—June 4th, 8 a.m.; 13th, 3 p.m.; 25th, 8 a.m.; and July 4th, 8 p.m.—Fares 35s. and 25s.

**London to Cork**—The Tiger or Sirius every Thursday—cabin 30s., & deck 15s.

**London to Dublin**—The Senator, and Tribune—No information received.

**London to Dundee**—The London, the Dundee, and the Perth, every Wednesday—The Perth—June 3rd, 3½ p.m.; 17th, 3 p.m. The Dundee—10th and 24th, 11 a.m.—Main Cabin, £2 5s., Steward's Fees, 3s.; Second Cabin, £1 6s., Steward's Fees, 2s.

**London to Edinburgh**—The Clarence—June 3th, and 27th, at 10 p.m. The Leith, 6th, 20th, and July 4th, 10 p.m. The Trident—10th, 24th, and 27th, at 10 p.m. Fares: £3, and £1 15s.

**London to Edinburgh**—Royal Victoria—June 3rd, 13th, and 20th.—Royal William—6th, 17th, and 27th.—Fares, £3 and £1 15s., including provisions.

**London to Hull**—From Custom House Quay, every Tuesday & Friday, at 8 a.m.—Fares, 17s. 6d. & 10s.

**London to Inverness**—The North Star—June 1st, 8 a.m.; 15th, 2 p.m.; 18th, 1 p.m.

**London to Newcastle-on-Tyne**—The London Merchant and City of Hamburg, every Wednesday and Saturday, at 8 p.m. Fares, Chief cabin, £1 10s. Second cabin, £1.

**London to Ramsgate**—every morning from London Bridge Wharf calling at Blackwall Pier at 10 15 a.m.

**London to Yarmouth**—The Ramona and the W. Jolliffe, every Wednesday and Saturday, at 6 p.m. Saloon 10s., Fore Cabin 5s.

**Lynn to Hull**—The Lord Nelson—June 5th, 2 p.m.; 12th, 7 a.m.; 19th, 2 p.m.; and 26th, 7 a.m.—Best Cabin, 10s. 6d., Second Cabin 6s.

#### London to Foreign Stations:—

**London to Antwerp**—The Soho, from Brunswick Wharf, every Thursday at 11 a.m.—The Antwerp every Sunday at 10 a.m.—Chief cabin £2 2s., fore cabin £1 12s. 6d.

**London to Boulogne**—The Harlequin, City of London, and William Jolliffe—June 3rd, 5 a.m.; 4th, 6 a.m.; 6th, 8 a.m.; 10th, 11 a.m.; 11th, 11 a.m.; 13th, 2 a.m.; 17th, 5 a.m.; 18th, 6 a.m.; 20th, 8 a.m.; 24th, 11 a.m.; 25th, 11 a.m.; 27th, 12 noon.—Fares 15s. and 10s.

**London to Calais**—The Belfast and Tourist—June 4th, 5 a.m.; 5th, 7th, 10 a.m.; 11th, 11 a.m.; 14th, 3 a.m.; 18th, 6 a.m.; 21st, 10 a.m.; 25th, 11 a.m.; 28th, 12 noon.—Fares 15s. and 10s.

**London to Hamburg**—The Caledonia, Neptune, Countess of Lonsdale, John Bull, and Princess Royal—June 3rd, 5 a.m.; 6th, 6 a.m.; 10th, 1 a.m.; 13th, 3 a.m.; 17th, 5 a.m.; 20th, 6 a.m.; 24th, 1 a.m.; and 27th, 2 a.m.—Chief cabin, £4; Fore cabin, £3.

**London to Harlingen**—The Magnet or Rapid—early every morning.

**London to Havre**—The Rainbow, James Watt, and Wilberforce.—From St. Katherine's Steam Wharf, every Thursday and Sunday at 8 a.m.—Fares—chief cabin, £1 10s; fore cabin, £1.

**London to Ostend**—Triton and Sir Edward Banks.—June 3rd, 6 a.m.; 6th, 7 a.m.; 10th, 1 a.m.; 13th, 3 a.m.; 17th, 7 a.m.; 20th, 10 a.m.; 24th, 1 a.m.; 27th, 3 a.m.—Chief cabin, £1 10s; fore cabin, £1 6s.

**London to Rotterdam**—Every Wednesday and Saturday morning, from Brunswick Wharf, Blackwall, at 10, precisely.—Chief cabin £2 2s; fore cabin, £1 12s. 6d. The Batavier, June 7th, 12 noon; 14th, 7 a.m.; 21st, 12 noon; and 25th, 7 a.m., from St. Katherine's Wharf. Fares, 30s. and 20s.; state cabin, 42s.

**Newcastle to Edinburgh**—The Vesta.—No information received from this company.

**Newcastle to London**—The London Merchant and City of Hamburg.—June 3rd, 8 a.m.; 6th, 11 a.m.; 10th, 3 p.m.; 13th, 5 p.m.; 17th, 8 a.m.; 20th, 11 a.m.; 24th, 3 p.m.; 27th, 4 p.m.—Chief cabin £1 10s; second cabin, £1.

**New Holland to Hull**—daily at 6, 7½, 9, 9½, 11 20, and 12 a.m.; 1½, 3, 4½, and 6½ p.m. On Sundays the 6 a.m. trip is omitted.

**Plymouth to Cork**—The Tiger or Sirius every Saturday.

**Plymouth to Southampton**—every Friday.

**Portsmouth to Havre-de-Grace**—The Transit—June 1st, 10 p.m.; 4th, 5 p.m.; 8th, 7 p.m.; 11th, 9 p.m.; 15th, 3 p.m.; 18th, 5 p.m.; 22nd, 7 p.m.; 25th, 9 p.m.; 29th, 10 p.m.

**Port Carlisle to Belfast**—June 3rd, 5 a.m.; 17th, 5 a.m.

**Ramsgate to Ostend**—The South Eastern and Continental Steam Packets, Princess Mary and Princess Maude.—June 1st, 9 a.m.; 2nd, 9½ a.m.; 3rd, 10 a.m.; 4th, 5 a.m.; 5th, 6 a.m.; 6th, 7 a.m.; 7th, 7½ a.m.; 8th, 8 a.m.; 9th, 8 a.m.; 10th, 8 a.m.; 11th, 8½ a.m.; 12th, 8½ a.m.; 13th, 8½ a.m.; 14th, 8½ a.m. The Harbour of Ramsgate can be entered at all hours of tide.

**Runcorn to Liverpool**—The Blanche, in connexion with the Bridgewater Canal Packets from Manchester.—June 1st, 4½ p.m.; 2nd, 5½ p.m.; 3rd, 6½ p.m.; 4th, 7 a.m.; and 7½ p.m.; 5th, 8½ a.m.; and 8½ p.m.; 6th, 9½ a.m.; and 9½ p.m.; 7th, 10 a.m.; 8th, 10½ a.m.; 9th, 11½ a.m.; 10th, 12 noon; 11th, 12½ p.m.; 12th, 1½ p.m.; 13th, 2½ p.m.; 14th, 3½ p.m.; 15th, 4 p.m.; 16th, 5 p.m.; 17th, 6½ p.m.; 18th, 7 a.m.; and 7½ p.m.; 19th, 8½ a.m.; and 8½ p.m.; 20th, 9½ a.m.; and 9½ p.m.; 21st, 10½ a.m.; 22nd, 11 a.m.; 23rd, 11½ a.m.; 24th, 12½ p.m.; 25th, 12½ p.m.; 26th, 1½ p.m.; 27th, 2 p.m.; 28th, 2½ p.m.; 29th, 3 p.m.; 30th, 3½ p.m.

**Southampton to Bombay**, (in connexion with the Hon. E. I. Company's Steamers from Suez,) on the 3rd of every month, at 2 p.m.; when the 3rd falls on Sunday the hour of departure is 9 a.m.

**Southampton to Ceylon, Madras, and Calcutta**, on the 20th of every month, at 2 p.m. N.B. When the 20th falls on the Sunday, the hour of departure is 9 a.m.

**Southampton to Constantinople, Samsoun, Sinope, and Trebisond**, calling at Gibraltar, Malta, Athens, and Smyrna, on the 3rd of every month, at 2 p.m.; when the 3rd falls on Sunday the hour of departure is 9 a.m.

**Southampton to Corunna, Vigo, Oporto, Lisbon, Cadiz, & Gibraltar**—The Peninsular and Oriental Company's Steamers, on the 7th, 17th, and 27th of every month, except when the date falls on Sunday, then on the following day.

**Southampton to Dublin**—every Thursday at 3 p.m. Fares, 30s., 20s., and 10s.

**Southampton to Falmouth**—every Thursday at 3 p.m. Fares, 20s., 15s., and 7s. 6d.

**Southampton to Guernsey & Jersey**—The Wonder, Grand Turk, &c., every Tuesday, Thursday, and Saturday, at 7 p.m.

**Southampton to Havre**—every Tuesday and Friday. June 3rd, 4½ p.m.; 6th, 6 p.m.; 10th, 9 p.m.; 13th, 10 p.m.; 17th, 4½ p.m.; 20th, 6 p.m.; 24th, 9 p.m.; 27th, 10 p.m.—Main cabin 21s., fore do. 14s.

**Southampton to Malta and Alexandria**—The Peninsular and Oriental Company's Steamers, on the 3rd and 20th of every month, at 2 p.m., with the mails; when the dates fall on Sunday the hour of departure is 9 a.m.

**Southampton to Penang, Singapore, and Hong Kong**, on the 20th of every month, at 2 p.m. N.B. When the 20th falls on the Sunday, the time of sailing is 9 a.m.

**Southampton to Plymouth**—every Thursday at 3 p.m. Fares, 20s., 12s. 6d. and 5s.

**Southampton to the West Indies**—The Royal Mail Steam Packet Company's Ships on the 2nd and 17th of every month, at 2 p.m.

**Ulverstone to Liverpool**—From Bardeas, June 1st, 3 p.m.; 6th, 8 a.m.; 12th, 12 noon; 20th, 8 a.m.; 26th, 12 noon; 29th, 2 p.m.

**Whitehaven to Belfast**—The Queen, and the Earl of Lonsdale—June 1st, 2 p.m.; 3rd, 5 p.m.; 8th, 9 p.m.; 10th, 11 p.m.; 15th, 2 p.m.; 17th, 5 p.m.; 22nd, 9 p.m.; 24th, 11 p.m.; 29th, 2 p.m.—Cabin 12s., Deck 3s.

**Whitehaven to Douglas, Isle of Man**—Every Wednesday evening.—Fares 6s. 6d., and 4s.

**Whitehaven to Liverpool**—The Queen and the Earl of Lonsdale—June 2nd, 5½ p.m.; 4th, 6 p.m.; 6th, 10 p.m.; 9th, 12 night; 11th, 11 p.m.; 13th, 3 p.m.; 16th, 5½ p.m.; 18th, 6 p.m.; 20th, 10 p.m.; 23rd, midnight; 25th, 11 p.m.; 27th, 3 p.m.; 30th, 4 p.m. Cabin 12s., Deck 3s.

**Yarmouth to Hull**—The Hull Steam Packet Company's Steamers, every Saturday.—Fares 8s. and 5s.

**Yarmouth to London**—The Ramona, and the William Jolliffe, June 4th, 2 p.m.; 6th, 4 p.m.; 11th, 11 a.m.; 13th, 12 noon; 18th, 2 p.m.; 20th, 4 p.m.; 25th, 11 a.m.; and 27th, 12 noon. Saloon 10s., Fore Cabin 5s.

## SCOTLAND.

**Aberdeen to Edinburgh**—Every Tuesday, Wednesday, Thursdays, and Saturdays at 6 a.m.

**Aberdeen to Hull**—(During the Steamers being withdrawn) a fast sailing Clipper Schooner will sail every Wednesday.

**Aberdeen to London**—The City of London—June 3rd, 7 p.m.; and 20th, 10 p.m. The City of Aberdeen—10th, 10 p.m.; and 27th, 2½ p.m. The Duke of Wellington—17th, 6 p.m.; and 24th, 12 noon.

**Ardraigh to Glasgow**—Every day about 8 a.m.

**Ardrossan to Belfast**—every Monday, Wednesday, and Friday at 8½ p.m.; and every Tuesday, Thursday, and Saturday at 8½ a.m.

**Ardrossan to Fleetwood**—Her Majesty, and Royal Consort—every Monday, Tuesday, and Thursday, at 5 p.m., and every Saturday at 3 p.m. Fares: Cabin 16s.; Deck 4s.

**Ayr to Stranraer**—(Calling off Girvan and Ballantrae, weather permitting) every Tuesday, Wednesday and Friday, at 2 p.m., on arrival of the Train which leaves Glasgow at 11½ a.m.; and on Saturday at 7 p.m., on arrival of the Train which leaves Glasgow at 4 p.m.

**Dumfries to Liverpool**—The Carsethorn—June 5th, 6 p.m.; 19th, 6 p.m. The Glencaple—June 10th, 10½ a.m.; 13th, 12½ noon; 24th, 10½ a.m.; 27th, 12½ noon.

**Dundee to London**—The Dundee, the London, and the Perth, every Wednesday.—The Dundee, June 3rd and 17th at 3 p.m.—The Perth, 10th and 24th at 2 p.m. Main Cabin, £2 5s.; Steward's Fees, 3s.; Second Cabin, £1 6s., Steward's Fees, 2s.; Deck Passengers (common Soldiers or Sailors), 15s.

**Edinburgh to Aberdeen**, calling off the intermediate Ports, every Tuesday, Wednesday, Friday, and Saturday, at 6 a.m.

**Edinburgh to Hull**—The Martello, on Saturdays, and Glensbyn, on Wednesdays. Fares: Best Cabin 12s.; Steward's Fee 2s.; Second Cabin 7s. 6d.

**Edinburgh to Inverness**—Every Tuesday at 6 a.m., from Granton Pier.

**Edinburgh to London**—The Royal William, June 3rd, 13th, and 20th. The Royal Victoria—June 6th, 17th, and 27th. Fares, including provisions: Chief Cabin £3; Second Cabin, £1 15s.; Deck, 20s.

**Edinburgh to Wick, Kirkwall, and Lerwick**—Every Friday at 6 a.m.

**Garliestown to Liverpool**—June 18th, 5 p.m.

**Glasgow to Belfast**—The Glow Worm and Fire Fly (via Ardrossan) every Monday, Wednesday, and Friday at 8½ p.m., and every Tuesday, Thursday, and Saturday at 8½ a.m.—Fares—Cabin and 1st class, 12s.; Cabin and 2nd class, 10s. 6d.; Deck and third class, 2s. 6d.

**Glasgow to Cork**—The Tiger—June 2nd and 16th 4 p.m., and 30th 2 p.m.

**Glasgow to Dublin**—The Mercury, June 5th, 9 a.m.; 12th, 11 a.m.; 19th, 9 a.m.; and 26th, 11 a.m. The Vanguard, 9th, and 23rd at 10 a.m. The Tiger, 2nd, and 16th, at 4 p.m., and 30th, 2 p.m.

**Glasgow to Fleetwood**, (via Ardrossan)—Her Majesty and Royal Consort, every Monday, Tuesday, and Thursday, at 5 p.m., and every Saturday at 3 p.m.—Fares—Cabin and 1st class, 20s.; Cabin and 2nd class, 18s. 6d.; Deck and 3rd class, 5s.

**Glasgow to Greenock, Gourock, Dunoon, and Rothesay** three times a day, from Foot of Bromielaw, at 6 a.m.; and from Glasgow Bridge, at 10 a.m., and 1 p.m.

**Glasgow to Inverary**—Every day from Foot of Bromielaw at 6 a.m.

**Glasgow to Kilmuir**—Every day from Glasgow Bridge, at 9½, and 11½ a.m., and 5½ p.m.

**Glasgow to Liverpool**—See page 76.

**Greenock to Liverpool**—every Monday and Thursday, at 4 p.m., Fares, 15s., Steward's Fees, 2s.; Steerage, 5s.

**Glasgow to Port Askaig, Isley, by Tarbert**—Every Tuesday, from Foot of Bromielaw at 6 a.m.

**Glasgow to Port Ellen, Isley, by Tarbert**—Every Thursday from Foot of Bromielaw at 6 a.m.

**Glasgow to Rothesay**—Every day, at 4 p.m.

**Glasgow to Stranraer**—The Albion—(calling off Girvan and Ballantrae, weather permitting,) June 4th, 8 a.m.; 11th, 11 a.m.; 18th, 8 a.m.; and 25th, 11 a.m.

**Glasgow to Tarbert and Ardrishaig**—Every day from Foot of Bromielaw at 6 a.m.  
**Inverness to Aberdeen**—Every Thursday at 10 p.m.  
**Inverness to Edinburgh**—Every Thursday at 10 p.m.  
**Inverary to Glasgow**—Every day at 6 a.m.  
**Kirkcudbright to Liverpool**—The Countess of Galloway, June 3rd, 4 p.m. The Finn Mc Coull, June 5th, 7 p.m.; 10th, 10 a.m.; and 20th, 7 p.m.—Fares, 12s., and 5s.  
**Kirkwall and Wick for Aberdeen**, every Tuesday morning.  
**Kirkwall and Wick for Edinburgh**, every Tuesday morning.  
**Lerwick to Aberdeen**—Every Monday afternoon.  
**Lerwick to Edinburgh**—Every Monday afternoon.  
**Portree to Glasgow**—The Tartar, every Thursday at 4 a.m.  
**Port Askaig, Isley**—Every Thursday at 4 a.m.  
**Port Ellen, Isley**—Every Tuesday at 4 a.m.  
**Stranraer to Ayr**—No information received from this Company.  
**Stranraer to Belfast**—The Albion, June 8th, and 22nd at 8 a.m.; and 29th, 1 p.m.—Cabin 5s.; Deck 2s.  
**Tarbert to Glasgow**—Every day about 9 a.m.  
**Tobermory to Glasgow**—No information received from this Company.  
**Wigtown to Liverpool**—The Countess of Galloway, June 6th, 7 a.m. The Finn Mc Coull, June 13th, and 27th, at 12 noon.—Cabin 12s., Deck, 5s.

## IRELAND.

**Belfast to Ardrossan**—The Fire Fly, and the Glow Worm, Mondays, Wednesdays, Fridays, and Saturdays, at 12 noon, and on Tuesdays and Thursdays, at 10 p.m. Fares, Cabin and 1st class, 12s., ditto and 2nd class, 10s. 6d.; Steerage and 3rd class, 2s. 6d.  
**Belfast to Dublin**—Royal Adelaide, The Queen Victoria, Albert, or Duchess of Kent,—Every Monday and Thursday.  
**Belfast to Fleetwood**—Princess of Wales, and Princess Alice—June 1st, 5 p.m.; 3rd, 6 p.m.; 6th, 5 p.m.; 8th, 5 p.m.; 10th, 7 p.m.; 12th, 2 p.m.; 18th, 3 p.m.; 15th, 5 p.m.; 17th, 6 p.m.; 19th, 5 p.m.; 20th, 5 p.m.; 22nd, 6 p.m.; 24th, 7 p.m.; 26th, 2 p.m.; 27th, 3 p.m.; 29th, 4 p.m. Saloon 15s.; Cabin, 10s.; Deck, 3s.  
**Belfast to Glasgow**—The Glow-worm, every Monday, Wednesday, and Friday at 12 noon. The Fire Fly, Tuesdays, at 10 p.m., Thursdays, at 10 p.m., Saturdays, at 12 noon. Fares, 8s. and 2s.  
**Belfast to Liverpool**—The Sea King—June 3rd, 3 p.m.; 6th, 6 p.m.; 10th, 8 p.m.; 13th, 9 p.m.; 17th, 3 p.m.; 20th, 6 p.m.; 24th, 8 p.m.; 27th, 9 p.m. The Windsor, every Monday and Thursday.  
**Belfast to London**—No information from this company.  
**Belfast to Port Carlisle**—June 4th, 5 p.m.; 18th, 4 p.m.  
**Belfast to Stranraer**—June 8th and 22nd, 6 p.m.; 29th, 9 p.m.  
**Belfast to Whitehaven**—The Queen and Earl of Lonsdale—June 3rd, 4 p.m.; 5th, 6 p.m.; 10th, 10 a.m.; 12th, 9 p.m.; 17th, 4 p.m.; 19th, 6 p.m.; 24th, 10 a.m.; 26th, 9 p.m.; and July 1st, 2 p.m. Cabin 12s.; Deck 3s.  
**Cork to Bristol**—The Sabrina, Capt. Parker—The Rose, Capt. Gilmore—June 2nd, 9 a.m.; 5th, 12 noon; 9th, 3 p.m.; 12th, 6 a.m.; 16th, 9 a.m.; 19th, 12 noon; 23rd, 3 p.m.; 26th, 6 a.m.; 30th, 8 a.m.  
**Cork to Dublin**—The Vanguard, June 2nd and 16th at 7 p.m., and 30th at 6 p.m.—The Tiger, 9th and 23rd, at 3 p.m.  
**Cork to Glasgow**—The Tiger, June 9th and 23rd, at 3 p.m.  
**Cork to Greenock**—The Tiger, June 9th and 23rd, at 3 p.m.  
**Cork to London**—The Tiger, Sirius, Ajax, and Prussian Eagle, calling at Plymouth—June 4th, 10 a.m.; 11th, 4 p.m.; 18th, 11 a.m.; 25th, 4 p.m. The Ocean, 6th and 20th, at 1 p.m.  
**Cork to Liverpool**—The Nimrod—June 6th, 1 p.m.; 13th, 6 a.m.; 20th, 1 p.m.; 27th, 6 a.m.  
**Dublin to Belfast**—Royal Adelaide, Queen Victoria, or Albert.—June 2nd at 3 p.m.; 6th, 6 p.m.; 9th, 9 p.m.; 13th, 12 noon; 16th, 3 p.m.; 20th, 6 p.m.; 23rd, 9 p.m.; 27th, 10 p.m.; 30th, 2 p.m.  
**Dublin to Bristol**—The Shamrock—Every Tuesday.  
**Dublin to Cork**—The Vanguard, June 12th and 26th, at 9 p.m. The Tiger, 5th, 3 p.m.; 19th, 4 p.m.  
**Dublin to Douglas**, Isle of Man, every Thursday, at 10 a.m. Fares, 10s. 6d. and 5s.  
**Dublin to Falmouth**—every Wednesday.  
**Dublin to Glasgow**—The Mercury, June 2nd, 2 p.m.; 9th, 12 noon; 16th, 3 p.m.; 23rd, 12 noon; 30th, 2 p.m. The Vanguard, 5th, 5 p.m.; 19th, 5 p.m. The Tiger, 12th, 1 p.m.; 26th, 12 noon.  
**Dublin to Liverpool**—The Government Mail Packets, Medusa, Merlin, Urgent, and Medina, every morning at 7 from Kingstown harbour.

**Dublin to Liverpool**—The Prince, Princess, and Iron Duke, every evening at 6½, with the mails and cabin passengers only, from Kingstown Harbour.  
**Dublin to Liverpool**—June 1st, 1 p.m.; 2nd, 2 p.m.; 3rd, 3 p.m.; 4th, 4 p.m.; 5th, 5 p.m.; 6th, 6 p.m.; 8th, 7 p.m.; 9th, 8 p.m.; 10th, 9 p.m.; 11th, 9 p.m.; 12th, 10 a.m.; 13th, 11 a.m.; 15th, 1 p.m.; 16th, 2 p.m.; 17th, 3 p.m.; 18th, 4 p.m.; 19th, 5 p.m.; 20th, 6 p.m.; 22nd, 7 p.m.; 23rd, 8 p.m.; 24th, 9 p.m.; 25th, 9 p.m.; 26th, 10 a.m.; 27th, 11 a.m.; 29th, 12 noon; 30th, 12 noon. Cabin fare, 7s. 6d.  
**Dublin to London**—June 3rd, 3 p.m.; 6th, 8 a.m.; 10th, 11 a.m.; 13th, 12 noon; 17th, 3 p.m.; 20th, 8 a.m.; 24th, 11 a.m.; 27th, 12 noon.  
**Dublin to Plymouth**—every Wednesday and Saturday.  
**Dublin to Southampton**—Every Wednesday. Fares, First cabin, 30s.; second cabin, 20s.; Deck, 5s.  
**Dundalk to Liverpool**—June 2nd, 3 p.m.; 6th, 7 p.m.; 9th, 9 p.m.; 13th, 12 noon; 16th, 3 p.m.; 20th, 7 p.m.; 23rd, 9 p.m.; 27th, 11½ a.m.; 30th, 1 p.m. Best Cabin, 12s. 6d.; Deck, 2s. 6d.  
**Newry to Liverpool**—The Sea Nymph, June 3rd, 3 p.m.; 6th, 6 p.m.; 10th, 9 p.m.; 13th, 11 night; 17th, 3 p.m.; 20th, 6 p.m.; 24th, 9 p.m.; 27th, 10½ p.m.  
**Newry to Liverpool**—The Hercules—June 3rd, 3 p.m.; 6th, 6 p.m.; 10th, 8½ p.m.; 13th, 10 p.m.; 17th, 3 p.m.; 20th, 6 p.m.; 24th, 8½ p.m.; 27th, 10 p.m. Fare, 7s. 6d.  
**Waterford to Bristol**—Tuesdays and Fridays.  
**Waterford to Liverpool**—every Friday. Cabin fare, including Steward's Fee, £1 2s. 6d.; Deck, 7s. 6d.  
**Waterford to Wexford**—No information from this company.  
**Wexford to Liverpool** the Town of Wexford, every Friday Cabin, 10s.; steward's fee, 2s. 6d.; deck 5s.

## WALES.

**Cardiff to Bristol**—daily, Sundays excepted.  
**Carmarthen to Bristol** (calling at Tenby).—The Phoenix.—June 2nd, 9½ a.m.; 9th, 4 a.m.; 16th, 9½ a.m.; 23rd, 4 a.m.; 30th, 8 a.m.  
**Haverfordwest to Bristol**—The Star, calling at Milford, Pater and Tenby.—June 5th, 1½ p.m.; 12th, 7 a.m.; 19th, 1½ p.m.; 26th, 7 a.m.  
**Menai Bridge to Liverpool**—The Prince of Wales, every Monday, Wednesday, & Friday at 10 a.m. The Cambria, every Tuesday, Thursday, and Saturday, at 9 a.m. The Cambria sails also on the 8th and 22nd, at 6 a.m.  
**Milford to Bristol**—The Star, June 5th, 9½ p.m.; 13th, 3 a.m.; 19th, 9½ p.m.; 27th, 2 a.m.  
**Mostyn to Liverpool**—The Taliesin—June 1st, 3 p.m.; 3rd, 6 a.m.; 4th, 7 a.m.; 5th, 7 a.m.; 6th, 8½ a.m.; 8th, 10 a.m.; 9th, 10½ a.m.; 10th, 11 a.m.; 11th, 12 noon; 12th, 1 p.m.; 13th, 1½ p.m.; 15th, 3 p.m.; 16th, 4½ p.m.; 18th, 6½ a.m.; 19th, 7 a.m.; 20th, 8 a.m.; 22nd, 10 a.m.; 23rd, 11 a.m.; 24th, 11½ a.m.; 25th, 12 noon; 26th, 12 noon; 27th, 1 p.m.; 29th, 2 p.m.; and 30th, 3 p.m.—Cabin 3s.; Deck 2s.  
**Newport to Bristol**—daily, Sundays excepted.  
**Rhyl to Liverpool**—The Benledi & Snowdon—June 1st, 3 p.m.; 3rd, 4 p.m.; 5th, 7 a.m.; 8th, 8½ a.m.; 10th, 9½ a.m.; 12th, 11 a.m.; 15th, 1½ p.m.; 17th 4 p.m.; 19th, 7 a.m.; 20th, 9 p.m.; 22nd, 9 a.m.; 24th, 9½ a.m.; 26th, 10½ a.m.; 27th, 1 p.m.; 29th 2 p.m.  
**Swansea to Ilfracombe**—Lord Beresford and County—June 1st. — p.m.; 3rd, 11 a.m.; 8th — a.m.; 10th, 4½ a.m.; 15th, — a.m.; 17th, 10 a.m.; 22nd — a.m.; 24th, 4½ a.m.; 29th, — a.m.  
**Swansea to Bristol**—Beresford, June 2nd, 5th, 9th, 12th, 16th, 19th, 23rd, 26th, 30th.—a.m.; County, 4th, 2 a.m.; 6th, 4 a.m.; 11th, 8 a.m.; 13th, 9 a.m.; 18th, 2 a.m.; 20th, 4 a.m.; 25th, 8 a.m.; 27th, 9 a.m.  
**Swansea to Liverpool**, calling at Milford, June 3rd, 10 a.m.; 10th, 5 a.m.; 17th, 10 a.m.; 24th, 5 a.m.—Cabin 17s. 6d.; Deck 5s.  
**Tenby to Bristol**—The Phoenix, June 2, 12½ p.m.; 9th, 7 a.m.; 16th, 12½ p.m.; 23rd, 7 a.m.; 30th, 11 a.m. The Star, June 6th, 3½ a.m.; 13th, 9 a.m.; 20th, 3½ p.m.; 27th, 8 a.m.

## FROM FOREIGN STATIONS TO ENGLISH PORTS.

**Antwerp to London**—The Soho, every Sunday, at 1 p.m. The Antwerpen every Wednesday, at 1 p.m. Chief cabin, £2 2s.; Fore cabin, £1 12s.  
**Boston U. S. to Liverpool**—The Royal Mail Steamers on the 1st and 16th of each month.  
**Boulogne to Dover**—June 2nd, 12 p.m.; 4th, 3½ p.m.; 6th, 5½ p.m.; 9th, 7½ a.m.; 11th, 9 a.m.; 13th, 10½ a.m.; 16th, 1½ p.m. Fares:—8s.; 6s.

**Boulogne to Folkestone**—June 1st, 1 p.m.; 2nd, 1½ p.m.; 3rd, 3½ a.m.; 4th, 6 a.m.; 5th, 7 a.m.; 6th, 7 a.m.; 7th, 6½ a.m.; 8th, 6½ a.m.; 9th, 7½ a.m.; 10th, 8½ a.m.; 11th, 9 p.m.; 12th, 9½ p.m.; 13th, 10 p.m.; 14th, noon; 15th, 1½ p.m.; 16th, 1½ p.m.; 17th, 5½ a.m.; 18th, 6½ a.m.; 19th, 7 a.m.; 20th, 7 a.m.; 21st, 7 a.m.; 22nd, 7½ a.m.; 23rd, 7½ a.m.; 24th, 8½ a.m.; 25th, 9 a.m.; 26th, 9½ a.m.; 27th, 10 a.m.; 28th, 10½ a.m.; 29th, 11 a.m.; 30th, 11½ a.m. —Fares: Chief Cabin, 9s.; Fore Cabin, 7s.; Children under ten years, 4s. 6d.

**Boulogne to London**—The Harlequin, The City of London, and The William Jolliffe.—June 2nd, 4 a.m.; 5th, 6 a.m.; 6th, 10 p.m.; 11th, 12 night; 14th, 2 a.m.; 16th, 4 a.m.; 19th, 6 a.m.; 20th, 10 p.m.; 22nd, 10 p.m.; 25th, 12 night; 28th, 2 a.m.; 30th, 2 a.m. Fares—Chief Cabin, 15s.; Fore Cabin, 10s.

**Calais to Dover**—Every day except Tuesday, from 3 a.m. to 1 p.m.—Cabin 8s., Dec. 4s.  
**Calais to London**—The Belfast, and Tourist.—June 4th, 6 a.m.; 6th, 10 p.m.; 10th, 12 night; 14th, 3 a.m.; 18th, 6 a.m.; 20th, 10 p.m.; 24th, 12 night; 28th, 2 a.m. Chief cabin 15s.; Fore cabin, 10s.  
**Dieppe to Brighton**—The Magnet.—June 1st, 4½ a.m.; 2nd, 5½ a.m.; 3rd, 6 a.m.; 4th, 7 a.m.; 5th, 8 a.m.; 6th, 9 a.m.; 7th, 10½ p.m.; 8th, 11 p.m.; 9th, 1½ p.m.; 11th, 1 a.m.; 12th, 1½ a.m.; 13th, 2½ a.m.; 15th, 4 a.m.; 16th, 5 a.m.; 17th, 6 a.m.; 18th, 7 a.m.; 19th, 8 a.m.; 20th, 9½ a.m.; 21st, 10½ a.m.; 22nd, 11½ p.m.; 24th, 1 a.m.; 25th, 1 a.m.; 26th, 1½ a.m.; 27th, 2 a.m.; 29th, 3 a.m.; 30th, 3½ a.m. First Cabin, 20s.; Second cabin, 15s.

**Guernsey and Jersey to Southampton**—Main cabin, 21s.; Fore cabin 14s. The Wonder, Grand Turk, &c., every Tuesday, Thursday, and Sunday.

**Halifax (U.S.) to Liverpool**—On the 3rd and 18th of each month.

**Hamburg to Hull**—Every alternate Thursday and Saturday evening.—Best Cabin, £3.  
**Hamburg to Hull**—The Leeds, or Hamburg, every Tuesday evening, or early the following morning, as the tide permits.

**Hamburg to London**—June 3rd, 7 a.m.; 5th, 12 night; 10th, 2 a.m.; 13th, 4 a.m.; 17th, 7 a.m.; 19th, 12 night; 24th, 2 a.m.; and 27th, 3 a.m.—Fares: Chief cabin, £4; Fore cabin, £3.

**Havre to London**—The James Watt, and Rainbow.—June 3rd, 5 a.m.; 7th, 9 a.m.; 10th, 11 a.m.; 14th, 2 p.m.; 17th, 5 p.m.; 21st, 9 a.m.; 24th, 11½ a.m.; 28th, 1 p.m.; and July 1st, 4 p.m. Chief cabin, 30s.; Fore cabin 20s.

**Havre to Portsmouth**—June 2nd, 4 p.m.; 5th, 6 p.m.; 9th, 9 p.m.; 12th, 10 p.m.; 16th, 4 p.m.; 19th, 7 p.m.; 23rd, 9 p.m.; 26th, 9 p.m.; 30th, 3 p.m.

**Havre to Southampton**—June 1st, 4 p.m.; 4th, 7 p.m.; 8th, 9 p.m.; 11th, 9 p.m.; 15th, 10 p.m.; 18th, 7 p.m.; 22nd, 9 p.m.; 25th, 9 p.m.; 29th, 10 p.m.

**New York to Liverpool**—The Great Britain, June 6th.—The Great Western, June 25th.  
**Ostend to Dover**—The Belgian Railway.—Every Tuesday and Friday at 8½ a.m. Her Majesty's Mail. Packets leave every Wednesday, Thursday, Sunday, and Monday, at 8 a.m.—Fares, Cabin 15s., Deck 8s.

**Ostend to London**—June 3rd, 5 a.m.; 5th, 10 p.m.; 9th, 10 p.m.; 12th, 12 night; 17th, 4 a.m.; 19th, 9½ p.m.; 23rd, 10 p.m.; 26th, 11 p.m.; July 1st, 2 a.m. Chief cabin, £1 10s.; fore cabin, £1 5s.

**Ostend to Ramsgate**—The Princess Mary, and Princess Maude, June 1st, 2nd, 3rd, 4th, 5th, and 6th, from 7 to 9 o'clock a.m.; 7th, and 8th, 8 to 11½ a.m.; 9th, and 10th, 9 to 11½ a.m.; 11th, 10 to noon; 12th, and 13th, 11 to noon; and 14th, 11 to 1 p.m.—The harbour of Ramsgate can be entered at all hours of tide.

**Rotterdam to Hull**—Every Saturday morning.—Fares £2 4s. 6d., £1 1s.  
**Rotterdam to London**—The Columbine, Ocean, and Venezuela.—June 3rd, 7 a.m.; 6th, 8 a.m.; 10th, 10 a.m.; 13th, 12 noon; 17th, 7 a.m.; 23rd, 7 a.m.; 27th, 12 noon.—Fares—Chief cabin, £2 2s.; fore cabin, £1 12s. 6d. The Batavier, June 2nd, 7 a.m.; 9th, 11 a.m.; 16th, 7 a.m.; 23rd, 11 a.m.; and 30th, 3 p.m.—Fares 30s., and 20s.; State cabin 42s.

## Betts's Patent Brandy Distillery.

7, SMITHFIELD BARS.

BETT'S PATENT BRANDY, exclusively used at Guy's, St. George's, St. Thomas's the Westminster, and other Hospitals, and at the Manchester, Bristol, Brighton and other Infirmaryes, may be procured in every locality at 3s. per bottle, protected by the patent metallic capsule, embossed "Betts's Patent Brandy, 7, Smithfield Bars." Or at the Distillery, their only establishment, at 18s. per gallon, in bulk; or at 18s. in the capsuled bottles, in quantities not less than two gallons.

# SUPPL. comfort. BRACE.

June 1

Sec., Richard Creed, Euston Square, London.

LONDON

| Distance from Euston station. | Down Trains.          | 8.3          |       | 6.4         | 7         | 7.4           | 8.4       | 9         | 10        | 10.4      | 11    | 12   |       |
|-------------------------------|-----------------------|--------------|-------|-------------|-----------|---------------|-----------|-----------|-----------|-----------|-------|------|-------|
|                               |                       | A.M. M.I.    | Mixt  | A.M. M.I.   | Mixt      | M.I.          | 1st class | A.M. M.I. | 1st class | A.M. M.I. | Mixt  | noon |       |
|                               |                       | From 1.2.3.  |       | Reg. 4.6.7. | 3rd class | 1.2, 5.7.     |           | 6.7.      | 8.10.     | 12.3.     | 6.7.  | 8.9. |       |
|                               |                       | By 4.8.9.10  |       | 4.6.7.      | 3rd class | 4.5.7. 3.4.5. |           | 6.7.      | 8.10.     | 12.3.     | 6.7.  | 8.9. |       |
|                               | STATIONS.             | TRAINS LEAVE |       |             |           |               |           |           |           |           |       |      |       |
| Mis                           | EUSTON SQ.            | ..           | 6.15  | 7           | 0         | 7.30          | 8.30      | 9         | 10        | 0         | 10.30 | 11   | 12    |
| 6                             | Willesden arriv.      | ..           | 7.17  | ..          | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 8                             | Sudbury .....         | ..           | 7.20  | ..          | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 11½                           | Harrow .....          | ..           | 7.36  | 7.52        | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | 12.22 |
| 13½                           | Pinner .....          | ..           | 7.38  | ..          | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 16                            | Bushey .....          | ..           | 7.52  | ..          | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 17½                           | WATFORD .....         | ..           | 6.52  | 7.55        | 8.9       | ..            | 9.30      | ..        | 11        | 5         | 11.37 | ..   | ..    |
| 21                            | Kings Langley .....   | ..           | 8     | 8.6         | 8.15      | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 24½                           | Boxmoor .....         | ..           | 8.18  | 8.29        | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | 12.53 |
| 28                            | Berkhamstead .....    | ..           | 8.41  | 8.39        | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 31½                           | TRING .....           | ..           | 7.28  | 8.57        | 9.45      | 9.55          | ..        | 10.55     | 11.35     | 12.14     | ..    | ..   | ..    |
| 36½                           | Cheddington .....     | ..           | ..    | ..          | ..        | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 43½                           | Aylesbury .....       | ..           | ..    | ..          | 9.30      | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 41                            | LEIGHTON .....        | ..           | 7.48  | 9.28        | 9.8       | ..            | 10.18     | ..        | ..        | ..        | 12.34 | 1.31 | ..    |
| 46½                           | Bletchley & F.S. .... | ..           | ..    | 9.46        | 9.23      | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 52½                           | WOLVERTON .....       | ..           | 8.12  | 10.3        | 9.37      | 10.15         | 10.40     | 11.27     | 12.12     | 12.59     | 1.57  | ..   | ..    |
| 60                            | Roads .....           | ..           | ..    | 10.34       | 10.5      | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 62½                           | BLISWORTH .....       | ..           | 7.45  | 12          | 10.12     | ..            | ..        | ..        | ..        | 12.45     | 1.32  | ..   | ..    |
| 69½                           | Weldon .....          | leave        | 9.2   | 12.15       | 10.31     | 11.6          | ..        | 12.1      | 1.2       | 1.48      | 2.45  | ..   | ..    |
| 75½                           | Crick & Welton .....  | at           | ..    | 12.35       | 10.49     | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 81                            | RUGBY (M.C.J.) .....  | 8            | 0     | 9.35        | 12.54     | 11.10         | ..        | 11.45     | ..        | 1.30      | 2.20  | 3.15 | ..    |
| 89                            | Brandon .....         | 8.15         | ..    | 1.14        | 11.25     | ..            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 94                            | COVENTRY .....        | 8.28         | 10.2  | 1.28        | 11.39     | 11.57         | ..        | 12.44     | ..        | 2.45      | ..    | ..   | ..    |
| 103                           | Rampton (D.J.) .....  | 8.58         | 10.25 | 2.12        | 5.12      | 17            | ..        | ..        | ..        | ..        | ..    | ..   | ..    |
| 112½                          | BIRMINGHAM .....      | 9.35         | 10.50 | 2.40        | 12.35     | 12.45         | ..        | 1.25      | ..        | 3.25      | ..    | ..   | ..    |
| 122                           | Walsall .....         | ..           | 11.37 | 4           | ..        | 1.22          | ..        | ..        | ..        | ..        | 4.38  | ..   | ..    |
| 127                           | Wolverhampton .....   | ..           | 11.52 | 4.24        | ..        | 1.40          | ..        | 2.13      | ..        | ..        | 5.0   | ..   | ..    |
| 141½                          | Stafford .....        | ..           | 12.20 | 5.17        | ..        | 2.10          | ..        | 2.41      | ..        | ..        | 5.24  | ..   | ..    |
| 155½                          | Whitmore .....        | ..           | 12.55 | 6.32        | ..        | 2.40          | ..        | 3.14      | ..        | ..        | 6.0   | ..   | ..    |
| 166½                          | CREWE .....           | ..           | 1.19  | 7.39        | ..        | 3.12          | ..        | 3.31      | ..        | ..        | 6.24  | ..   | ..    |
| 178½                          | Harford .....         | ..           | 1.44  | 8.24        | ..        | 3.41          | ..        | 3.56      | ..        | ..        | 6.51  | ..   | ..    |
| 196½                          | Warrington .....      | ..           | 2.16  | 9.16        | ..        | 4.0           | ..        | 4.19      | ..        | ..        | 7.18  | ..   | ..    |
| 210½                          | LIVERPOOL .....       | ..           | 3.15  | 10.30       | ..        | 5.0           | ..        | 5.10      | ..        | ..        | 8.15  | ..   | ..    |
| 187½                          | CHESTER .....         | ..           | 2.42  | 9.30        | ..        | 4.38          | ..        | 4.38      | ..        | ..        | 8.21  | ..   | ..    |
| 238½                          | LANCASTER .....       | ..           | 4.45  | ..          | ..        | 6.28          | ..        | 6.28      | ..        | ..        | ..    | ..   | ..    |

Additional Trains—To Aylesbury at \*11 10 a.m.

\* Day Tickets, &c.—see next page but one. † For Private Carriages

No Private Carriages or horses are conveyed by the express

1. Trains in conjunction with the Manchester and Birmingham.
2. Trns. in conjunction with the North Union, & Lancaster & Preston.
3. Fleetwood and Belfast [Junc.]
4. Trains in conjunction with the Birmingham and Gloucester.
5. Trains in conjunction with the Birmingham & Derby Junction.

|                        |       |      |       |       |      |      |       |      |      |      |      |
|------------------------|-------|------|-------|-------|------|------|-------|------|------|------|------|
| COVENTRY .....         | 8.55  | 9.55 | 10.37 | 12.35 | 2.35 | 4.30 | 6.15  | 7.15 | 9.0  | 9.55 | 8.25 |
| DOCKERS LANE .....     | 8.44  | ..   | ..    | ..    | ..   | ..   | ..    | ..   | ..   | ..   | ..   |
| HAMPTON .....          | 8.58  | ..   | 12.5  | ..    | 3.8  | 5.5  | ..    | ..   | ..   | ..   | 8.48 |
| MARSTON GREEN .....    | 9.4   | ..   | ..    | ..    | ..   | ..   | ..    | ..   | ..   | ..   | ..   |
| STETCHFORD .....       | 9.8   | ..   | ..    | ..    | ..   | ..   | ..    | ..   | ..   | ..   | ..   |
| BIRMINGHAM about ..... | 9.35  | ..   | 12.35 | 1.25  | 3.35 | 5.35 | 7.15  | 8.0  | 10.0 | ..   | 9.15 |
| LONDON .....           | 12.30 | ..   | 2.45  | 5.0   | ..   | 8.45 | 10.15 | ..   | ..   | 1.30 | ..   |

LL, of a Trousers,

entlemen to keep their drawers bands—button holes made, or very imperfectly (often breaking draught, besides taking ect, and has succeeded, by a

## RACE

Brace keeps the drawers well, 2s. 6d., 3s. 6d., 4s. 6d., and ventor ventures to hope that wearing them, a considerable

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ler Caps,

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agest proof of the comfort SANDS WHO HAVE OF THEM.

ing Caps, 5s. 6d. to 18s.

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NDON.

# SUPPLEMENT.

June 1st, 1846,

Sec., Richard Creed, Euston Square, London.

LONDON AND BIRMINGHAM.

Engineer, Robert Stephenson

| Distance from<br>Euston station. | Down<br>Trains. | 8.45                   | 6.45 | 7    | 7.45 | 8.45 | 9    | 10   | 10.45 | 11   | 12   | 12.45 | 3    | 4    | 5    | 5.45 | 6    | 8.45 | 9    | ON SUNDAYS. |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |   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|                                  |                 | Mixt<br>from<br>1.2.3. |      | a.m. | a.m. | a.m. | a.m. | a.m. | a.m.  | a.m. | noon | p.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.        | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |

Additional Trains—To Aylesbury at \*11 10 a.m. Mixed. To Tring at \*5 5 p.m. To Blisworth at \*10 45 a.m.

\* Day Tickets, &c.—see next page but one. † For Private Carriages to Birmingham & Liverpool. ‡ In connexion with Trains to Northampton

No Private Carriages or horses are conveyed by the express or night mail trains, up or down, nor by the down day mail train.

1. Trains in conjunction with the Manchester and Birmingham.
2. Trains in conjunction with the North Union, & Lancaster & Preston
3. Fleetwood and Belfast
4. Trains in conjunction with the Birmingham and Gloucester.
5. Trains in conjunction with the Birmingham & Derby Junction
6. Trains in conjunction with the Midland Counties.
7. Trains in conjunction with the North Midland.
8. York & N. Midland, Great N. of England & Newcastle & Darlington
9. Trains in conjunction with Newcastle and Carlisle.
10. Trains in conjunction with Hull and Selby.

Sup., H. Fringle Bruyeres.

LONDON AND BIRMINGHAM.

Mangr. of Goods, T. C. Mills, London.

| Distance from Liverpool. |  | ON SUNDAYS. |        |      |      |                |        |       |       |      |        |              |      |        |        |        |              |            |        |       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
|--------------------------|--|-------------|--------|------|------|----------------|--------|-------|-------|------|--------|--------------|------|--------|--------|--------|--------------|------------|--------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------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|                          |  | Up Trains.  |        |      |      |                |        |       |       |      |        | Down Trains. |      |        |        |        |              |            |        |       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    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  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
|                          |  | 14.45       | 6.45   | 7.25 | 7.45 | 7.45           | 6.45   | 10.45 | 12.45 | 1.45 | 2.45   | 3.45         | 4.45 | 5.45   | 6.45   | 7.45   | 8.45         | 9.45       | 10.45  | 11.45 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
|                          |  | a.m.        | a.m.   | a.m. | a.m. | a.m.           | a.m.   | p.m.  | p.m.  | p.m. | p.m.   | p.m.         | p.m. | p.m.   | p.m.   | p.m.   | p.m.         | p.m.       | p.m.   | p.m.  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |
| STATIONS.                |  | 6.7.8.      | 6.7.8. | Mixt | Mixt | stop-<br>ping. | 6.7.8. | 1.2.  | Mixt  | 6.7  | 1.4.5. | 3rd          | 6.7  | 6.7.8. | 1.2.4. | 6.7.8. | Ex-<br>press | Rug-<br>by | 1.2.4. | 1.4.  | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. | 1.4. |  |

Additional Trains—To London : from Watford at 9 a.m. from Aylesbury at 10 45 a.m. & \*2 3 p.m.; from Blisworth at \*6 p.m. mixed.

## WARWICK AND LEAMINGTON BRANCH.

| Leamington to Birmingham |      |       |       |       |      |      |      |      |      | Birmingham to Leamington |      |      |       |       |       |      |      |      |      |
|--------------------------|------|-------|-------|-------|------|------|------|------|------|--------------------------|------|------|-------|-------|-------|------|------|------|------|
| SUNDAY.                  |      |       |       |       |      |      |      |      |      | SUNDAY.                  |      |      |       |       |       |      |      |      |      |
| TRAINS LEAVING           |      |       |       |       |      |      |      |      |      | TRAINS LEAVING           |      |      |       |       |       |      |      |      |      |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 |
| 8.45                     | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | 3.45 | 4.45 | 5.45 | 7.45                     | 8.45 | 9.45 | 10.45 |       |       |      |      |      |      |

# NORTHAMPTON AND PETERBOROUGH BRANCH.

| Miles from London     | TO                        | DOWN TRAINS. |       |       |       |       | Sundays |       | FARES           |     |     |
|-----------------------|---------------------------|--------------|-------|-------|-------|-------|---------|-------|-----------------|-----|-----|
|                       |                           | 1,2,3        | 1 & 2 | Mixed | Mixed | Mail  | 1 & 2   | Mixed | From London.    |     |     |
|                       |                           | AM.*         | AM.*  | AM.*  | PM.*  | PM.*  | AM.*    | PM.*  | 1st             | 2nd | 3rd |
|                       | <b>PETERBOROUGH</b>       |              |       |       |       |       |         |       |                 |     |     |
|                       | TRAINS LEAVING            |              |       |       |       |       |         |       |                 |     |     |
|                       | LONDON at                 | 7 30         | 10 45 | 4 0   | 9 0   | 7 30  | 9 0     |       | s.              | d.  | s.  |
|                       | BIRMINGHAM.....           | 7 45         | 10 0  | 4 0   |       |       |         |       | s.              | d.  | s.  |
| 67 1/2                | NORTHAMPTON ....          | 7 30         | 10 35 | 1 10  | 6 32  | 11 25 | 10 35   | 11 25 | 11              | 6   | 5   |
| 71 1/2                | Billing Road.....         | 7 32         | 10 47 |       | 6 39  |       | 10 47   |       |                 |     |     |
| 74 1/2                | CASTLE ASHBY (White Mill) | 7 40         | 10 55 |       | 6 47  |       | 10 55   |       |                 |     |     |
| 78 1/2                | WELLINGBOROUGH ..         | 8 0          | 11 15 | 1 37  | 7 7   | 11 55 | 11 15   | 11 55 | 13              | 6   | 5   |
| 80 1/2                | DITCHFORD .....           | 8 3          | 11 18 |       | 7 10  |       | 11 18   |       |                 |     |     |
| 83                    | HIGHAM FERRARS ..         | 8 14         | 11 29 | 1 48  | 7 21  | 12 6  | 11 29   | 12 6  | 14              | 0   | 5   |
| 85 1/2                | RINGSTEAD .....           | 8 16         | 11 31 |       | 7 23  |       | 11 31   |       |                 |     |     |
| 89                    | THRAPSTON .....           | 8 35         | 11 47 | 2 2   | 7 39  | 12 22 | 11 50   | 12 22 | 15              | 0   | 5   |
| 91 1/2                | THORPE .....              | 8 37         | 11 52 |       | 7 41  |       | 11 52   |       |                 |     |     |
| 94 1/2                | BARNWELL .....            | 8 41         | 11 56 |       | 7 45  |       | 11 56   |       |                 |     |     |
| 97 1/2                | OUNLE .....               | 8 58         | 12 13 | 2 22  | 8 2   | 12 40 | 12 13   | 12 40 | 16              | 0   | 6   |
| 103 1/2               | WANSFORD (Sibson) ..      | 9 13         | 12 33 | 2 38  | 8 22  | 12 57 | 12 33   | 12 57 | 17              | 0   | 6   |
| 107 1/2               | STAMFORD (by Coach)       | 10 15        | 1 33  | 3 38  | 9 22  | 1 57  | 1 33    | 1 57  | 19              | 0   | 7   |
| 107 1/2               | OVERTON .....             | 9 22         | 12 40 |       | 8 29  |       | 12 40   |       |                 |     |     |
| 110 1/2               | PETERBOROUGH .....        | 9 35         | 12 50 | 3 0   | 8 45  | 1 15  | 12 50   | 1 15  | 17              | 0   | 6   |
| Miles from Peterboro' | FROM                      | UP TRAINS.   |       |       |       |       | Sundays |       | FARES           |     |     |
|                       |                           | Mixed        | Mixed | Mixed | Mixed | Mail  | Mixed   | Mixed | From Peterboro. |     |     |
|                       |                           | A. M.        | A. M. | A. M. | P. M. | P. M. | A. M.   | P. M. | 1st             | 2nd | 3rd |
|                       | <b>PETERBOROUGH</b>       |              |       |       |       |       |         |       |                 |     |     |
|                       | TRAINS LEAVING            |              |       |       |       |       |         |       |                 |     |     |
|                       | PETERBOROUGH .....        | 12 45        | 6 30  | 11 0  | 3 45  | 6 40  | 12 45   | 1 30  |                 |     |     |
| 23                    | OVERTON .. arrival        |              | 6 33  |       | 3 48  | 6 43  |         | 1 33  | 1               | 0   | 6   |
| 64                    | STAMFORD (by Coach)       | 12 0         | 5 45  | 10 15 | 3 0   | 5 55  | 12 0    | 12 45 | 3               | 0   | 2   |
| 134                   | WANSFORD (Sibson) ..      | 1 0          | 6 45  | 11 15 | 4 0   | 6 55  | 1 0     | 1 46  | 1               | 0   | 9   |
| 153                   | OUNLE .....               | 1 24         | 7 5   | 11 30 | 4 15  | 7 15  | 1 24    | 2 0   | 2               | 0   | 1   |
| 183                   | BARNWELL .....            |              | 7 8   |       | 4 18  | 7 19  |         | 2 2   | 2               | 0   | 1   |
| 214                   | THORPE .....              |              | 7 11  |       | 4 21  | 7 23  |         | 2 6   | 3               | 0   | 2   |
| 224                   | THRAPSTON .....           | 1 40         | 7 27  | 11 50 | 4 37  | 7 40  | 1 40    | 2 20  | 3               | 0   | 1   |
| 244                   | RINGSTEAD .....           |              | 7 30  |       | 4 40  | 7 45  |         | 2 23  | 4               | 0   | 3   |
| 274                   | HIGHAM FERRARS ..         | 1 55         | 7 48  | 12 0  | 4 58  | 8 3   | 1 55    | 2 38  | 4               | 0   | 3   |
| 294                   | DITCHFORD .....           |              | 7 50  |       | 5 0   | 8 5   |         | 2 40  | 5               | 0   | 4   |
| 314                   | WELLINGBOROUGH ..         | 2 5          | 8 0   | 12 15 | 5 10  | 8 15  | 2 5     | 2 50  | 5               | 0   | 4   |
| 354                   | CASTLE ASHBY (White Mill) |              | 8 4   |       | 5 14  | 8 19  |         | 2 54  | 6               | 0   | 4   |
| 384                   | Billing Road.....         |              | 8 6   |       | 5 16  | 8 21  |         | 2 56  | 6               | 0   | 5   |
| 424                   | NORTHAMPTON .....         | 2 33         | 8 28  | 12 40 | 5 40  | 8 45  | 2 33    | 3 20  | 7               | 0   | 5   |
| 97 1/2                | BIRMINGHAM .....          |              | 10 50 | 8 35  | 10 0  | 1 5   |         | 16    | 0               | 12  | 5   |
| 110 1/2               | LONDON .....              | 5 32         | 11 15 | 8 45  | 8 30  |       | 5 32    | 17    | 0               | 12  | 6   |

\* Day Tickets at the following reduced fares are issued to First and Second Class Passengers only by the Trains marked thus, \* and are also available for the return journey by the Down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the fares of First and Second Class Passengers travelling either up or down the line on Saturday, and returning on the following Sunday or Monday.

## FARES ON THE LONDON AND BIRMINGHAM RAILWAY.

| FARES FROM LONDON.   | 1st Class.        |       | 2nd Class.        |       | FARES FROM BIRMINGHAM. | 1st Class.          |       | 2nd Class.        |       |
|----------------------|-------------------|-------|-------------------|-------|------------------------|---------------------|-------|-------------------|-------|
|                      | Mail & Ex. press. | Mixed | Mail & Ex. press. | Mixed |                        | Exps. and 1 1/2 pm. | Mixed | Mail & Ex. press. | Mixed |
|                      | s. d.             | s. d. | s. d.             | s. d. |                        | s. d.               | s. d. | s. d.             | s. d. |
| Euston Square        | ..                | 1 0   | 0 9               | 0 6   | Lancaster              | ..                  | ..    | ..                | ..    |
| Willesden            | ..                | 1 0   | 0 9               | 0 6   | Liverpool              | ..                  | ..    | ..                | ..    |
| Sudbury              | ..                | 1 6   | 1 0               | 0 8   | Warrington             | ..                  | ..    | ..                | ..    |
| Harrow               | ..                | 2 0   | 1 6               | 1 0   | Hartford               | ..                  | ..    | ..                | ..    |
| Pinner               | ..                | 2 6   | 1 6               | 1 2   | Crews                  | ..                  | ..    | ..                | ..    |
| Bushey               | ..                | 3 0   | 2 0               | 1 4   | Whitmore               | ..                  | ..    | ..                | ..    |
| Watford              | 4 0               | 3 0   | 2 0               | 1 6   | Stafford               | ..                  | ..    | ..                | ..    |
| Kings Langley        | ..                | 3 6   | 2 6               | 1 9   | Wolverhampton          | ..                  | ..    | ..                | ..    |
| Boxmoor              | ..                | 4 6   | 3 0               | 2 1   | Walsall                | ..                  | ..    | ..                | ..    |
| Berkhamstead         | ..                | 5 0   | 3 6               | 2 4   | Birmingham             | ..                  | ..    | ..                | ..    |
| Tring                | 7 0               | 5 6   | 4 0               | 2 8   | Hampton (Dby. Jn.)     | ..                  | 2 0   | 1 0               | 0 10  |
| Cheddington          | ..                | 6 6   | 4 6               | 3 1   | Coventry               | 4 0                 | 3 6   | 2 6               | 1 7   |
| Aylesbury            | ..                | 8 0   | 5 6               | 3 8   | Brandon                | ..                  | 4 0   | 3 0               | 2 0   |
| Leighton             | ..                | 7 0   | 5 0               | 3 5   | Rugby (Mid. C.J.)      | 6 6                 | 5 6   | 4 6               | 3 6   |
| Bletchley & F. Strd. | ..                | 8 6   | 6 0               | 3 11  | Crick and Welton       | ..                  | 6 6   | 5 6               | 4 6   |
| Wolverton            | 11 6              | 9 6   | 6 6               | 4 5   | Weedon                 | 5 6                 | 7 6   | 6 6               | 5 6   |
| Road                 | ..                | 10 0  | 7 6               | 5 0   | Blisworth              | 11 0                | 9 0   | 6 0               | 4 3   |
| Blisworth            | 14 0              | 11 4  | 8 0               | 5 3   | Road                   | ..                  | 9 6   | 6 6               | 5 6   |
| Weedon               | 15 6              | 12 6  | 8 6               | 5 10  | Wolverton              | 13 6                | 10 6  | 7 6               | 5 6   |
| Crick (and Welton)   | ..                | 14 6  | 9 6               | 6 4   | Bletchley & F. Strd.   | ..                  | 11 6  | 8 6               | 6 0   |
| Rugby (Mid. C.J.)    | 13 6              | 14 6  | 10 0              | 6 11  | Leighton               | ..                  | 12 6  | 9 6               | 7 0   |
| Brandon              | ..                | 15 6  | 11 0              | 7 5   | Aylesbury              | ..                  | 15 0  | 10 6              | 7 0   |
| Coventry             | 21 0              | 16 0  | 11 6              | 7 10  | Cheddington            | ..                  | 13 6  | 9 6               | 6 5   |
| Hampton (Dby. Jn.)   | ..                | 18 0  | 12 6              | 8 7   | Tring                  | 18 0                | 14 6  | 10 0              | 6 9   |
| Birmingham           | 25 0              | 20 0  | 14 0              | 9 5   | Berkhamstead           | ..                  | 15 0  | 10 6              | 7 1   |
| Walsall              | ..                | 21 8  | 15 0              | 10 3  | Boxmoor                | ..                  | 15 6  | 11 0              | 7 4   |
| Wolverhampton        | 27 9              | 22 6  | 15 9              | 10 8  | Kings Langley          | ..                  | 16 6  | 11 6              | 7 8   |
| Stafford             | 30 6              | 25 0  | 18 0              | 11 11 | Watford                | 21 0                | 17 0  | 11 6              | 7 11  |
| Whitmore             | 34 0              | 27 6  | 19 6              | 13    | Bushey                 | ..                  | 17 0  | 11 6              | 8 4   |
| Crews                | 35 0              | 29 6  | 21 6              | 13 11 | Pinner                 | ..                  | 17 6  | 12 6              | 8 5   |
| Hartford             | 39 0              | 31 0  | 23 0              | 14 11 | Harrow                 | ..                  | 18 0  | 12 6              | 8 9   |
| Warrington           | 42 0              | 33 6  | 25 0              | 15 11 | Sudbury                | ..                  | 18 6  | 13 0              | 8 9   |
| Liverpool            | 45 0              | 37 0  | 27 0              | 17 7  | Willesden              | ..                  | 19 0  | 13 0              | 9 11  |
| Chester              | 40 6              | 33 6  | 24 6              | 15 8  | Euston Square          | 25 0                | 20 0  | 14 0              | 9 5   |

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference. CHILDREN under ten years of age are charged half-price; Children in arms, unable to walk, pass free. A Third Class Carriage will be attached to the 7 a.m. and 6 p.m. Train from Aylesbury, to convey Passengers to the Third Class Up and Down Trains at Tring.

\* Day Tickets at the following reduced fares are issued to First and Second Class Passengers only by the Trains marked thus, \* and are also available for the return journey by the Down Night Mail Trains. These Tickets must be shown to the Clerks in attendance on passing through the Booking Offices. The same reduction is also extended to the fares of First and Second Class Passengers travelling up or down the line on Saturday, and returning on the following Sunday or Monday.

*June 1st, 1846.*

Engineer, Robert Stephenson.

|                                                                      |                                                                      |
|----------------------------------------------------------------------|----------------------------------------------------------------------|
| 1. Trains in conjunction with the Manchester and Birmingham.         | 6. Trains in conjunction with the Midland Counties.                  |
| 2. Trains in conjunction with the North Union, & Lancaster & Preston | 7. Trains in conjunction with the North Midland.                     |
| 3. Fleetwood and Belfast.                                            | 8. York & N. Midland, Great N. of England, & Newcastle & Darlington. |
| 4. Trains in conjunction with the Birmingham and Gloucester.         | 9. Newcastle and Carlisle.                                           |
| 5. Trains in conjunction with the Birmingham & Derby Junction.       | 10. Hull and Selby.                                                  |

[illegible]

[OVER.

# NORTHAMPTON AND PETERBOROUGH BRANCH.

| Miles from London. | TO<br>PETERBOROUGH.                       | DOWN TRAINS.       |                 |       |       |       | Sundays.          |       | FARES.  |         |         | Miles. | LONDON<br>TO     | 1st<br>Class. | 2nd<br>Class. | 3rd<br>Class. |
|--------------------|-------------------------------------------|--------------------|-----------------|-------|-------|-------|-------------------|-------|---------|---------|---------|--------|------------------|---------------|---------------|---------------|
|                    |                                           | 1, 2, 3,<br>class. | 1 & 2<br>class. | Mixed | Mixed | Mixed | 1, & 2,<br>class. | Mixed | 1st cl. | 2nd cl. | 3rd cl. |        |                  |               |               |               |
|                    |                                           | a.m.*              | a.m.*           | a.m.* | p.m.* | p.m.  | a.m.*             | p.m.  | s. d.   | s. d.   | s. d.   |        |                  |               |               |               |
|                    | TRAINS LEAVING<br>London at<br>Birmingham | ..                 | 7 30            | 10 45 | 4 0   | 9 0   | 7 30              | 9 0   | ..      | ..      | ..      |        |                  |               |               |               |
| 674                | Northampton                               | 7 30               | 10 35           | 1 10  | 6 32  | 11 25 | 10 35             | 11 25 | 11 6    | 8 6     | 5 3     |        |                  |               |               |               |
| 711                | Billing Road                              | 7 32               | 10 47           | ..    | 6 39  | ..    | 10 47             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 744                | Castle Ashby (White Mill)                 | 7 40               | 10 55           | ..    | 6 47  | ..    | 10 55             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 784                | Wellingborough                            | 8 0                | 11 15           | 1 37  | 7 7   | 11 55 | 11 15             | 11 55 | 13 6    | 10 0    | 5 3     |        |                  |               |               |               |
| 804                | Ditchford                                 | 8 3                | 11 18           | ..    | 7 10  | ..    | 11 18             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 83                 | Higham Ferrars                            | 8 14               | 11 29           | 1 48  | 7 21  | 12 6  | 11 29             | 12 6  | 14 0    | 10 6    | 5 3     |        |                  |               |               |               |
| 858                | Ringstead                                 | 8 16               | 11 31           | ..    | 7 23  | ..    | 11 31             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 89                 | Thrapston                                 | 8 35               | 11 47           | 2 2   | 7 39  | 12 22 | 11 50             | 12 22 | 15 0    | 11 0    | 5 6     |        |                  |               |               |               |
| 914                | Thorpe                                    | 8 37               | 11 52           | ..    | 7 41  | ..    | 11 52             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 948                | Barnwell                                  | 8 41               | 11 56           | ..    | 7 45  | ..    | 11 56             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 972                | Oundle                                    | 8 58               | 12 13           | 2 22  | 8 2   | 12 40 | 12 13             | 12 40 | 16 0    | 12 0    | 6 0     |        |                  |               |               |               |
| 1032               | Wansford (Sibson)                         | 9 15               | 12 33           | 2 38  | 8 22  | 12 57 | 12 33             | 12 57 | 17 0    | 12 6    | 6 2     |        |                  |               |               |               |
| 1073               | Stanford (by Coach)                       | 10 15              | 1 33            | 3 38  | 9 22  | 1 57  | 1 33              | 1 57  | 19 0    | 14 0    | 7 2     |        |                  |               |               |               |
| 1073               | Overton                                   | 9 22               | 12 40           | ..    | 8 29  | ..    | 12 40             | ..    | ..      | ..      | ..      |        |                  |               |               |               |
| 1104               | Peterborough                              | 9 35               | 12 50           | 3 0   | 8 45  | 1 15  | 12 50             | 1 15  | 17 0    | 12 6    | 6 3     |        |                  |               |               |               |
| Miles              | FROM<br>PETERBOROUGH.                     | UP TRAINS.         |                 |       |       |       | Sundays.          |       | FARES.  |         |         | Miles. | BIRMINGHAM<br>TO | 1st<br>Class. | 2nd<br>Class. | 3rd<br>Class. |
|                    |                                           | Mixed<br>Mail.     | Mixed           | Mixed | Mixed | Mixed | Mixed<br>Mail.    | Mixed | 1st cl. | 2nd cl. | 3rd cl. |        |                  |               |               |               |
|                    |                                           | a.m.*              | a.m.*           | a.m.* | p.m.* | p.m.* | a.m.*             | p.m.* | s. d.   | s. d.   | s. d.   |        |                  |               |               |               |
|                    | TRAINS LEAVING<br>Peterborough            | 12 45              | 6 30            | 11 0  | 3 45  | 6 40  | 12 45             | 1 30  | ..      | ..      | ..      |        |                  |               |               |               |
| 23                 | Overton                                   | ..                 | 6 33            | ..    | 3 48  | 6 43  | ..                | 1 33  | 1 0     | 0 6     | 0 3     |        |                  |               |               |               |
| 64                 | Stanford (by Coach)                       | 12 0               | 6 45            | 10 15 | 3 0   | 6 55  | 12 0              | 1 45  | 3 0     | 2 6     | 1 0     |        |                  |               |               |               |
| 13                 | Wansford (Sibson)                         | 1 0                | 6 48            | 11 15 | 4 0   | 7 0   | 1 0               | 1 45  | 1 0     | 0 9     | 1 0     |        |                  |               |               |               |
| 158                | Oundle                                    | 1 24               | 7 5             | 11 30 | 4 15  | 7 15  | 1 24              | 2 0   | 2 0     | 1 6     | 1 1     |        |                  |               |               |               |
| 183                | Barnwell                                  | ..                 | 7 8             | ..    | 4 18  | 7 19  | ..                | 2 3   | 2 6     | 2 0     | 1 4     |        |                  |               |               |               |
| 213                | Thorpe                                    | ..                 | 7 11            | ..    | 4 21  | 7 23  | ..                | 2 6   | 3 0     | 2 6     | 1 7     |        |                  |               |               |               |
| 244                | Thrapston                                 | 1 40               | 7 27            | 11 50 | 4 37  | 7 40  | 1 40              | 2 20  | 3 6     | 3 0     | 1 10    |        |                  |               |               |               |
| 274                | Ringstead                                 | ..                 | 7 30            | ..    | 4 40  | 7 45  | ..                | 2 23  | 4 0     | 3 0     | 1 10    |        |                  |               |               |               |
| 294                | Higham Ferrars                            | 1 55               | 7 48            | 12 0  | 4 58  | 8 3   | 1 55              | 2 38  | 4 6     | 3 6     | 1 10    |        |                  |               |               |               |
| 314                | Ditchford                                 | ..                 | 7 50            | ..    | 5 0   | 8 5   | ..                | 2 40  | 5 0     | 4 0     | 1 10    |        |                  |               |               |               |
| 354                | Wellingborough                            | 2 5                | 8 0             | 12 15 | 5 10  | 8 15  | 2 5               | 2 50  | 5 6     | 4 0     | 1 10    |        |                  |               |               |               |
| 384                | Castle Ashby (White Mill)                 | ..                 | 8 4             | ..    | 5 14  | 8 19  | ..                | 2 54  | 6 0     | 4 6     | 1 10    |        |                  |               |               |               |
| 424                | Billing Road                              | ..                 | 8 6             | ..    | 5 16  | 8 21  | ..                | 2 56  | 6 6     | 5 0     | 1 10    |        |                  |               |               |               |
| 484                | Northampton                               | 2 33               | 8 28            | 12 40 | 5 40  | 8 45  | 2 33              | 3 20  | 7 0     | 5 6     | 1 10    |        |                  |               |               |               |
| 973                | Birmingham                                | ..                 | 10 50           | 3 35  | 10 0  | 1 5   | ..                | ..    | 16 0    | 12 0    | 5 11    |        |                  |               |               |               |
| 1104               | London                                    | 5 32               | 11 15           | 3 45  | 8 30  | ..    | 5 32              | 6 45  | 17 0    | 12 6    | 6 3     |        |                  |               |               |               |

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## FARES ON THE LONDON AND BIRMINGHAM RAILWAY.

| FARES                |                   | 1st Class. |       | 2nd Class. |       | 3rd Class. |       | FARES FROM           |                   | 1st Class. |       | 2nd Class. |       | 3rd Class. |       |
|----------------------|-------------------|------------|-------|------------|-------|------------|-------|----------------------|-------------------|------------|-------|------------|-------|------------|-------|
| From London.         | Mail & Ex. press. | Mixed      | Mixed | Mixed      | Mixed | Mixed      | Mixed | Birmingham.          | Exps and 1st p.m. | Mixed      | Mixed | Mixed      | Mixed | Mixed      | Mixed |
| Euston Square        | s. d.             | s. d.      | s. d. | s. d.      | s. d. | s. d.      | s. d. | Lancaster            | s. d.             | s. d.      | s. d. | s. d.      | s. d. | s. d.      | s. d. |
| Willesden            | 1 0               | 0 9        | 0 6   | 0 6        | 0 6   | 0 6        | 0 6   | Liverpool            |                   |            |       |            |       |            |       |
| Sudbury              | 1 6               | 1 0        | 0 8   | 0 8        | 0 8   | 0 8        | 0 8   | Warrington           |                   |            |       |            |       |            |       |
| Harrow               | 2 0               | 1 6        | 1 0   | 1 0        | 1 0   | 1 0        | 1 0   | Hartford             |                   |            |       |            |       |            |       |
| Pinner               | 2 6               | 1 6        | 1 2   | 1 2        | 1 2   | 1 2        | 1 2   | Crewe                |                   |            |       |            |       |            |       |
| Bushey               | 3 0               | 2 0        | 1 4   | 1 4        | 1 4   | 1 4        | 1 4   | Whitmore             |                   |            |       |            |       |            |       |
| Watford              | 4 0               | 3 0        | 2 0   | 1 6        | 1 6   | 1 6        | 1 6   | Stafford             |                   |            |       |            |       |            |       |
| Kings Langley        |                   | 3 6        | 2 6   | 1 9        | 1 9   | 1 9        | 1 9   | Wolverhampton        |                   |            |       |            |       |            |       |
| Boxmoor              |                   | 4 6        | 3 0   | 2 1        | 2 1   | 2 1        | 2 1   | Walsall              |                   |            |       |            |       |            |       |
| Berkhamstead         |                   | 5 0        | 3 6   | 2 4        | 2 4   | 2 4        | 2 4   | Birmingham           |                   |            |       |            |       |            |       |
| Tring                | 7 0               | 5 6        | 4 0   | 2 8        | 2 8   | 2 8        | 2 8   | Hampton (Dby. Jn.)   | 2 0               | 1 0        | 0 10  | 0 10       | 0 10  | 0 10       | 0 10  |
| Cheddington          |                   | 6 6        | 4 6   | 3 1        | 3 1   | 3 1        | 3 1   | Coventry             | 4 0               | 3 6        | 2 6   | 1 7        | 1 7   | 1 7        | 1 7   |
| Aylesbury            |                   | 8 0        | 5 6   | 3 8        | 3 8   | 3 8        | 3 8   | Brandon              |                   | 4 0        | 3 0   | 2 0        | 2 0   | 2 0        | 2 0   |
| Leighton             |                   | 7 0        | 5 0   | 3 5        | 3 5   | 3 5        | 3 5   | Rugby (Md. C. J.)    | 6 6               | 5 6        | 3 6   | 2 6        | 2 6   | 2 6        | 2 6   |
| Bletchley & F. Strd. |                   | 8 6        | 6 0   | 3 11       | 3 11  | 3 11       | 3 11  | Crick and Welton     |                   | 6 6        | 4 6   | 3 1        | 3 1   | 3 1        | 3 1   |
| Wolverton            | 11 6              | 9 6        | 6 6   | 4 5        | 4 5   | 4 5        | 4 5   | Weedon               | 9 6               | 7 6        | 5 6   | 3 7        | 3 7   | 3 7        | 3 7   |
| Roads                |                   | 10 6       | 7 6   | 5 0        | 5 0   | 5 0        | 5 0   | Blisworth            | 11 0              | 9 0        | 6 0   | 4 3        | 4 3   | 4 3        | 4 3   |
| Blisworth            | 14 0              | 11 0       | 8 0   | 5 3        | 5 3   | 5 3        | 5 3   | Roads                |                   | 9 6        | 6 6   | 4 5        | 4 5   | 4 5        | 4 5   |
| Weedon               | 15 6              | 12 6       | 8 6   | 5 10       | 5 10  | 5 10       | 5 10  | Wolverton            | 13 6              | 10 6       | 7 6   | 5 0        | 5 0   | 5 0        | 5 0   |
| Crick (and Welton)   |                   | 13 6       | 9 6   | 6 4        | 6 4   | 6 4        | 6 4   | Bletchley & F. Strd. |                   | 11 6       | 8 0   | 5 6        | 5 6   | 5 6        | 5 6   |
| Rugby (Md. C. J.)    | 18 6              | 14 6       | 10 0  | 6 11       | 6 11  | 6 11       | 6 11  | Leighton             |                   | 12 6       | 9 0   | 6 0        | 6 0   | 6 0        | 6 0   |
| Brandon              |                   | 15 6       | 11 0  | 7 5        | 7 5   | 7 5        | 7 5   | Aylesbury            |                   | 15 0       | 10 6  | 7 0        | 7 0   | 7 0        | 7 0   |
| Coventry             | 21 0              | 16 6       | 11 6  | 7 10       | 7 10  | 7 10       | 7 10  | Cheddington          |                   | 13 6       | 9 6   | 6 6        | 6 6   | 6 6        | 6 6   |
| Hampton (Dby. Jn.)   |                   | 18 0       | 12 6  | 8 7        | 8 7   | 8 7        | 8 7   | Tring                | 18 0              | 14 6       | 10 0  | 6 9        | 6 9   | 6 9        | 6 9   |
| Birmingham           | 25 0              | 20 0       | 14 0  | 9 5        | 9 5   | 9 5        | 9 5   | Berkhamstead         |                   | 15 0       | 10 6  | 7 1        | 7 1   | 7 1        | 7 1   |
| Walsall              |                   | 21 8       | 15 0  | 10 3       | 10 3  | 10 3       | 10 3  | Boxmoor              |                   | 15 6       | 11 0  | 7 4        | 7 4   | 7 4        | 7 4   |
| Wolverhampton        | 27 9              | 22 6       | 15 9  | 10 8       | 10 8  | 10 8       | 10 8  | Kings Langley        |                   | 16 6       | 11 6  | 7 8        | 7 8   | 7 8        | 7 8   |
| Stafford             | 30 6              | 25 0       | 18 0  | 11 11      | 11 11 | 11 11      | 11 11 | Watford              | 21 0              | 17 0       | 11 6  | 7 11       | 7 11  | 7 11       | 7 11  |
| Whitmore             |                   | 34 0       | 27 6  | 19 6       | 13 1  | 13 1       | 13 1  | Bushey               |                   | 17 0       | 11 6  | 8 1        | 8 1   | 8 1        | 8 1   |
| Crewe                | 36 0              | 29 6       | 21 6  | 13 11      | 13 11 | 13 11      | 13 11 | Pinner               |                   | 17 6       | 12 6  | 8 4        | 8 4   | 8 4        | 8 4   |
| Hartford             | 39 0              | 31 0       | 23 0  | 14 11      | 14 11 | 14 11      | 14 11 | Harrow               |                   | 18 0       | 12 6  | 8 5        | 8 5   | 8 5        | 8 5   |
| Warrington           | 42 0              | 33 6       | 25 0  | 15 11      | 15 11 | 15 11      | 15 11 | Sudbury              |                   | 18 6       | 13 0  | 8 9        | 8 9   | 8 9        | 8 9   |
| Liverpool            | 45 0              | 37 0       | 27 0  | 17 7       | 17 7  | 17 7       | 17 7  | Willesden            |                   | 19 0       | 13 0  | 8 11       | 8 11  | 8 11       | 8 11  |
| Chester              | 40 6              | 33 6       | 24 6  | 15 8       | 15 8  | 15 8       | 15 8  | Euston Square        | 25 0              | 20 0       | 14 0  | 9 5        | 9 5   | 9 5        | 9 5   |

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Season Tickets are issued for periods of not less than two months, at one half the usual fares.

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference. CHILDREN under ten years of age are charged half price; children in arms, unable to walk, pass free. A third class carriage will be attached to the 7 a.m. and 6 p.m. trains from Aylesbury, to convey passengers to the third class up and down trains at Tring.